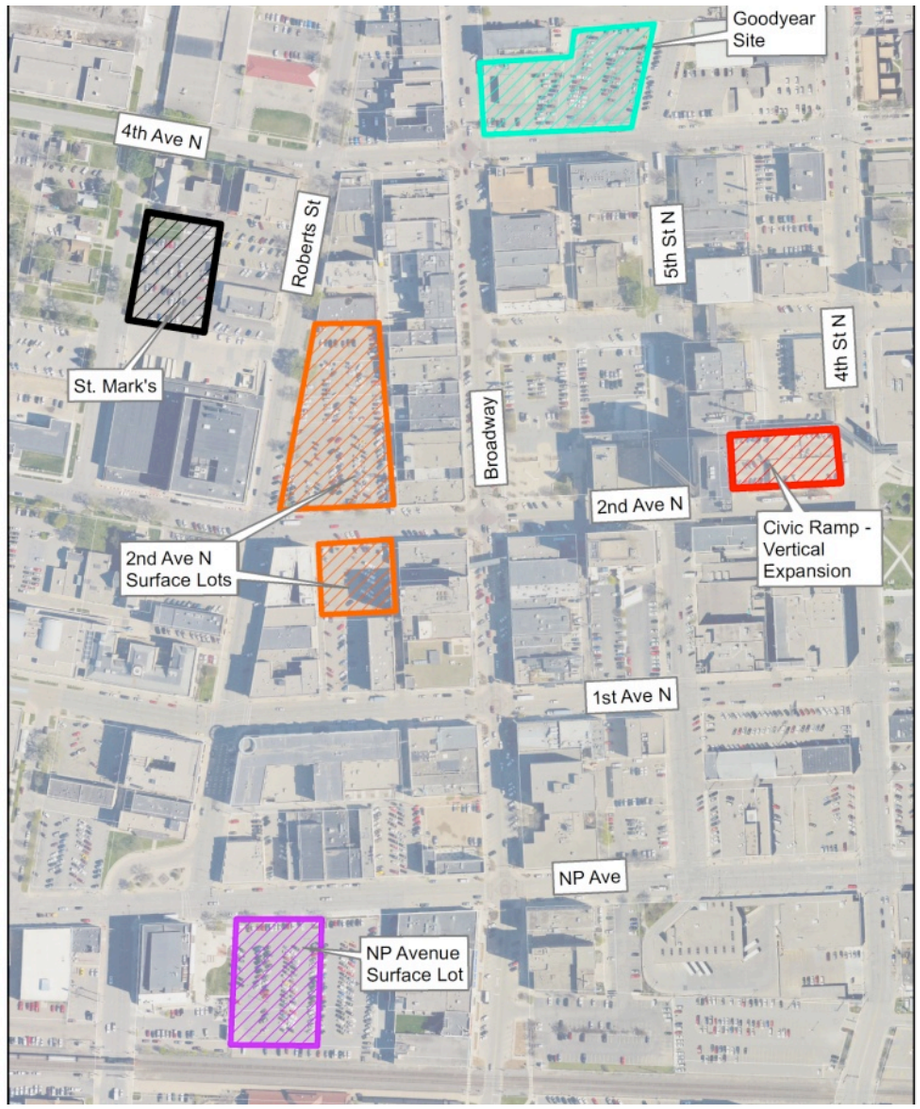
Parking Ramp Site Evaluation

Part A

Agenda:

- Introduction
- Downtown Parking & Work Program Items
- Concept Review
- Conclusions
- Questions / Comments

Introduction:



6 sites (NP, 2nd Ave, St. Marks, City Hall, Warner, Civic Ramp)

- As part of previous parking studies in 1999 and 2003 the City looked preliminarily at a number of sites that could accommodate a future parking structure
- Since that time, the focus has largely been on the 2nd Ave/Roberts Street surface lot, although there was no technical analysis completed
- [November 2014] Parking Commission and City Commission approve a contract with HDG and Carl Walker Inc. to complete a downtown parking ramp site feasibility study
- Intent to explore various sites and concepts to facilitate construction of future downtown parking structures

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Scope:

Part A (Multiple Site Evaluation)

- General site analysis for each location
- Identification of opportunities and constraints
- Opportunities for spin-off benefit, economic development and investment

Focus of this Presentation

Part B (Schematic Design)

- Possibility of pursuing 1 or 2 concepts into a more detailed design
- Structural systems, parking control systems, construction estimates, full renderings

Part C (Architectural Services)

- Preparation of construction documents

Possible Future Phases

Why Now?

1. A recognized existing parking deficit in the downtown core (Broadway / 2nd Ave) sub-area of approximately 400-600 spaces.

2. An understanding that strategically placed parking structures will catalyze economic development and investment.

   - Dennis Burns & Interstate Parking – if done right, parking structures can provide a good return on investment

3. Significant opportunities for public / private partnerships.

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Downtown Parking-Present Day:

Inventory

There is a lot of parking capacity in the downtown core between off-street public and private lots and on-street parking.

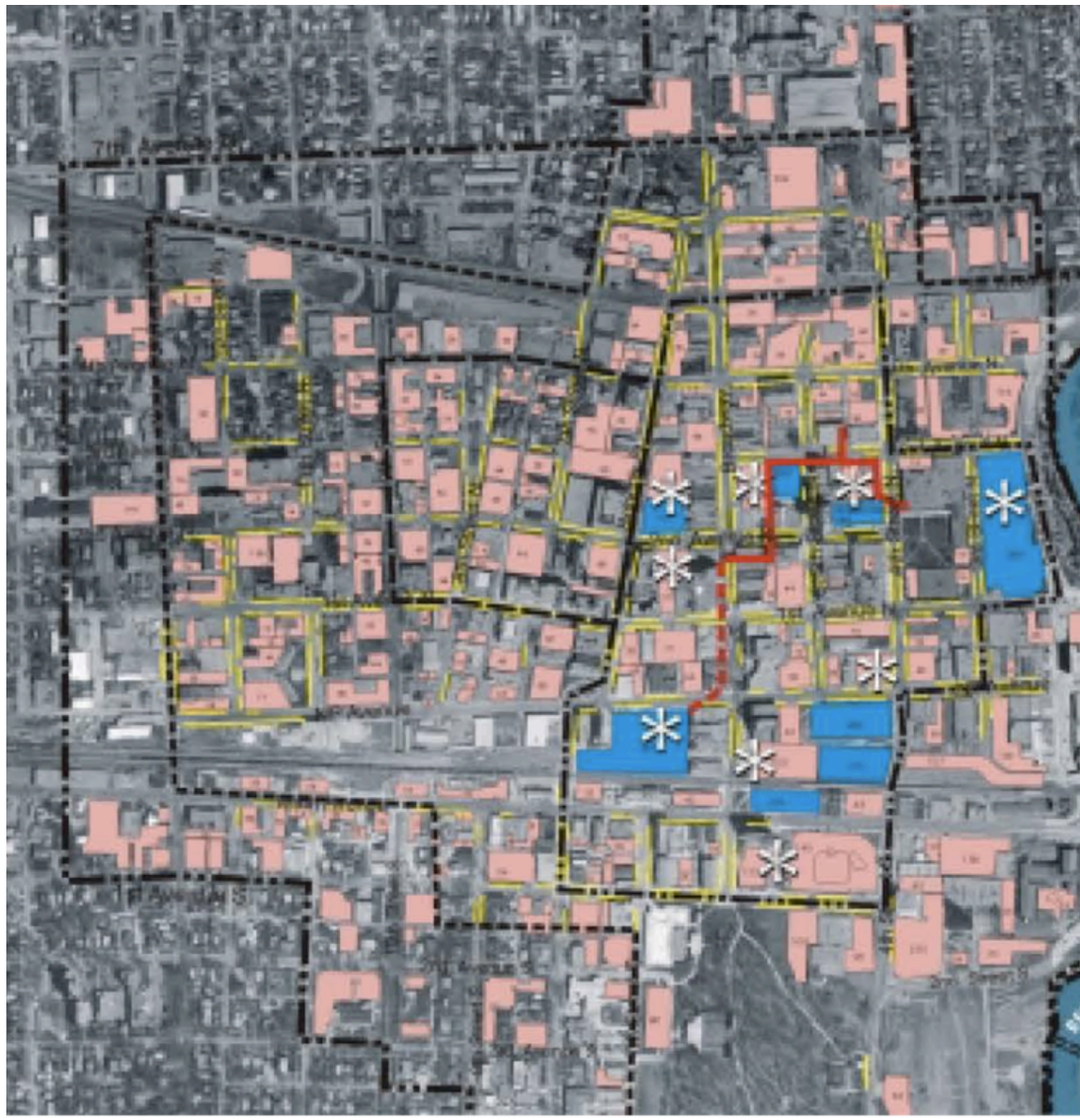
2,000+ off-street public parking spaces (1,600 rented)
1,600 on-street spaces
4,000+ off-street private spaces

That doesn't mean as a community we are utilizing the existing capacity or resources to the highest degree ; and

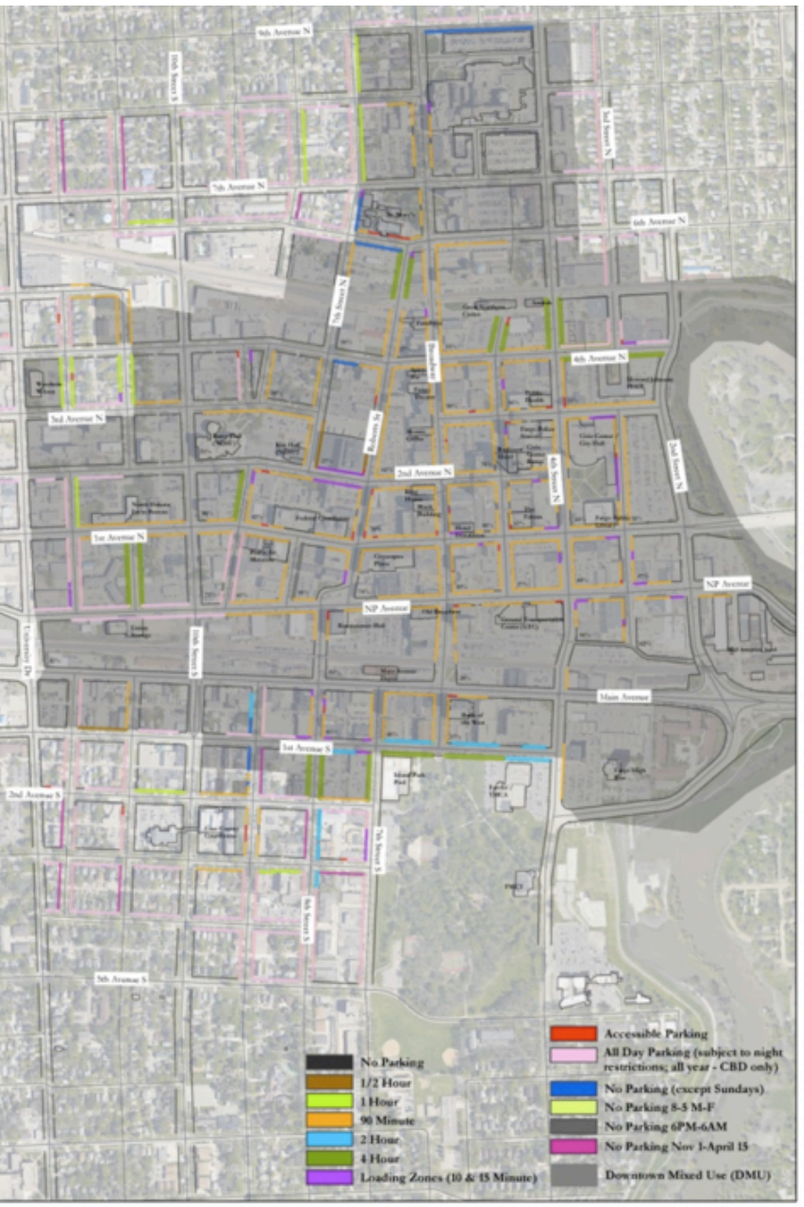
The ramp conversation is not meant to solve all downtown parking issues.

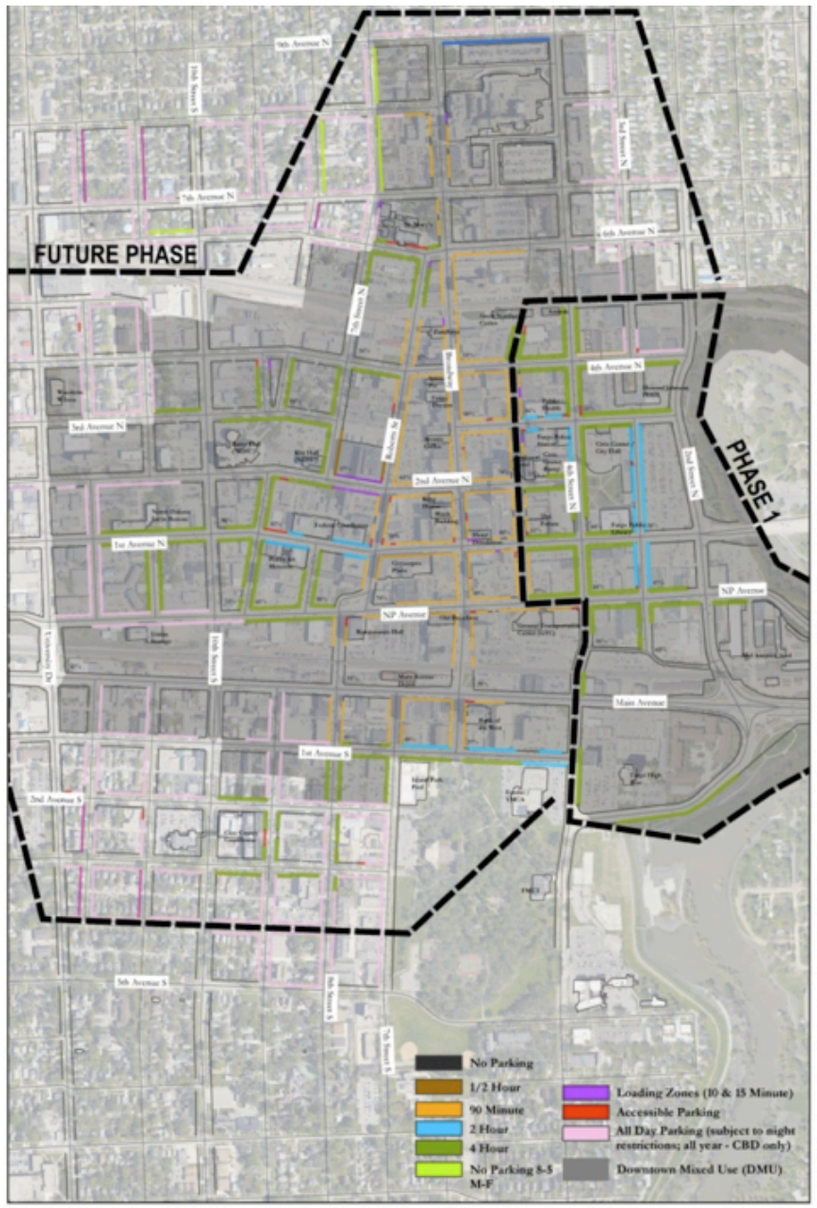
Work Program Items :

1. Transitioning fringe blocks to 4 hour parking zones
2. On-street Parking Signage Changes (more friendly / informative)
3. Technology and Automation Improvements at City Facilities
4. Comprehensive Parking Strategic Plan



4-Hour On-Street Concept





- "Fringe" blocks have low utilization during peak hours
- Complexity of existing time zone system (too many zones)
- Supplemental longer term hourly parking proximal to downtown 'core'

On-Street Signage Changes

PARKING REGULATIONS

	MON	TUE	WED	THU	FRI	SAT	SUN
12AM	FREE	FREE	FREE	FREE	FREE	FREE	FREE
2AM	NO PARKING		NO PARKING		NO PARKING		NO PARKING
7AM	FREE	FREE	FREE	FREE	FREE	FREE	FREE
8AM	2 HOUR	2 HOUR	2 HOUR	2 HOUR	2 HOUR	2 HOUR	2 HOUR
5PM	FREE	FREE	FREE	FREE	FREE	FREE	FREE
12AM							

No Re-Parking on either side of block for 4 hours

Technology / Automation

- Opportunities to more efficiently handle hourly parking in city lots
- Validation options
- Credit / Debit Cards

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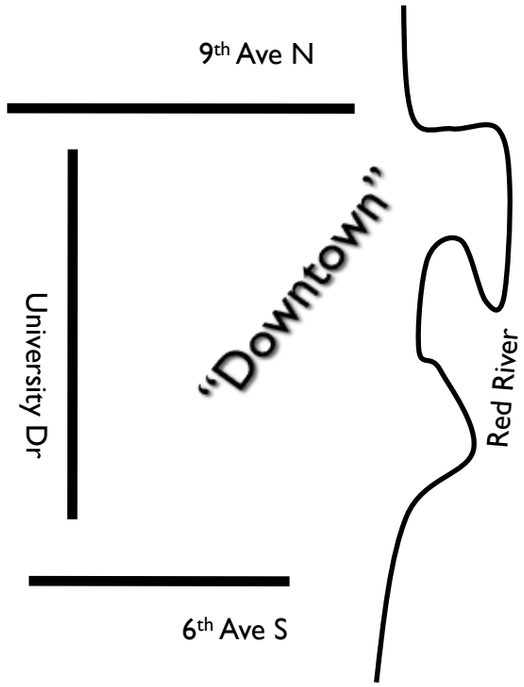
Strategic Vision:

Downtown Investment

Year	Total Building Permit Valuation	Downtown Permit Values	% of Total Permit Value	Downtown Projects in Excess of 1 Million
2012	$289 Million	$19 Million	6.5%	4
2013	$375 Million	$12 Million	3.3%	4
2014	$945 Million	$13 Million	1.5%	3

Does not include Demolition or Housing Moving Permits



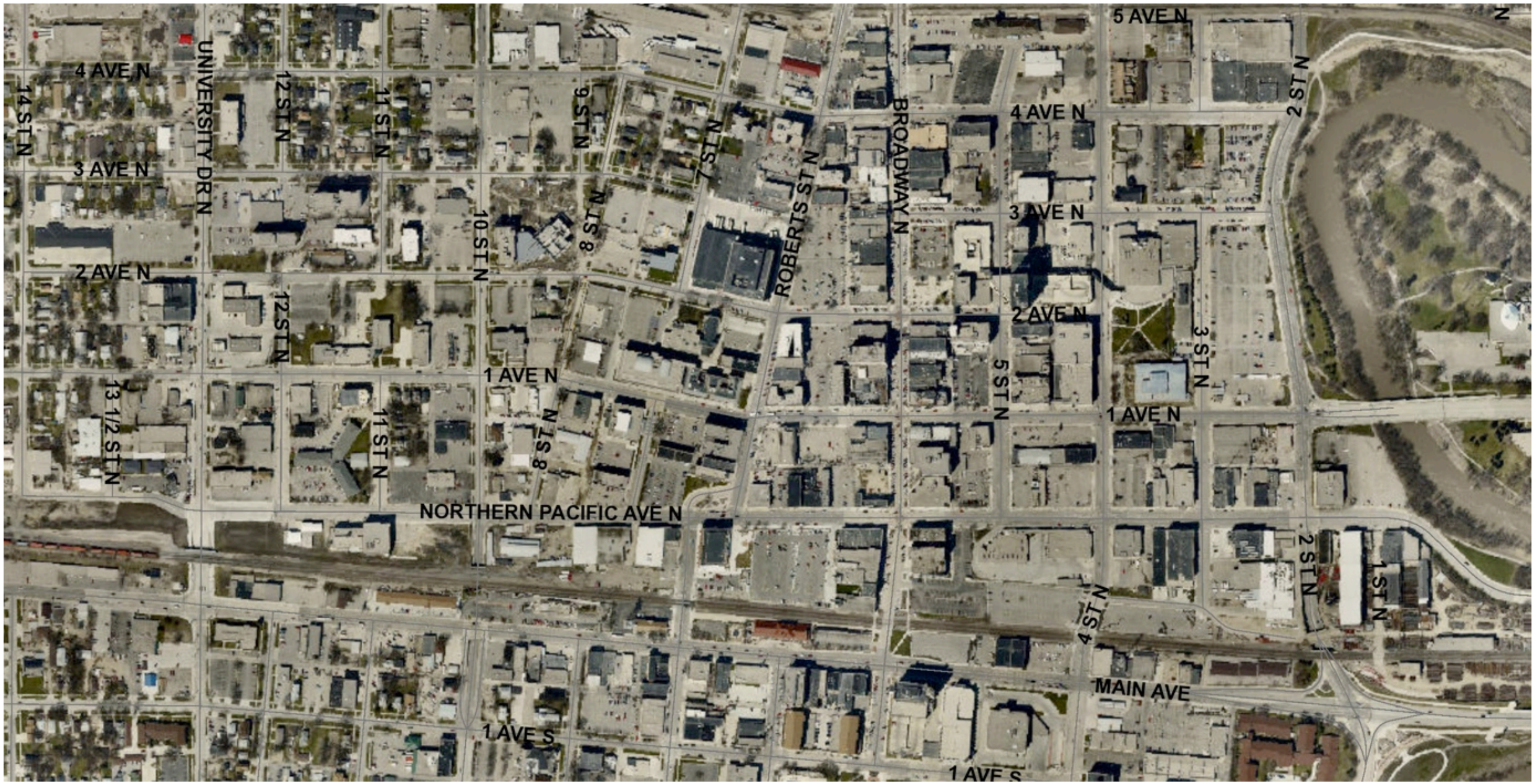
1. Make best use of existing capacity and resources
2. Encourage surface parking lots to redevelop / infill
3. Strategically place parking structures to catalyze investment that offer 24/7 usage

- The downtown has seen significant revitalization over the last 15 years
- Strategically placed parking is an economic development tool – parking capacity in critical areas is the missing link

Criteria:

- Follow Prior Parking Study Recommendations To Achieve 400-600 Net New Parking Stalls
- Prioritize Mixed Use Solutions
- Catalyze Spin off Investment & Development
- Present Opportunities for P3
- Maintain Traditional Street Level Retail Commercial Scale and Facade Texture
- Integrate Structured Parking into Updated Downtown Parking Management & Operations Plan

Context


4 AVE N
3 AVE N
2 AVE N
1 AVE N
1 AVE S
14 ST N
13 1/2 ST N
UNIVERSITY DR N
12 ST N
11 ST N
10 ST N
9 ST N
8 ST N
7 ST N
ROBERTS ST N
BROADWAY N
5 ST N
4 ST N
3 ST N
2 ST N
1 ST N
5 AVE N
NORTHERN PACIFIC AVE N
MAIN AVE
N

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Development Activity

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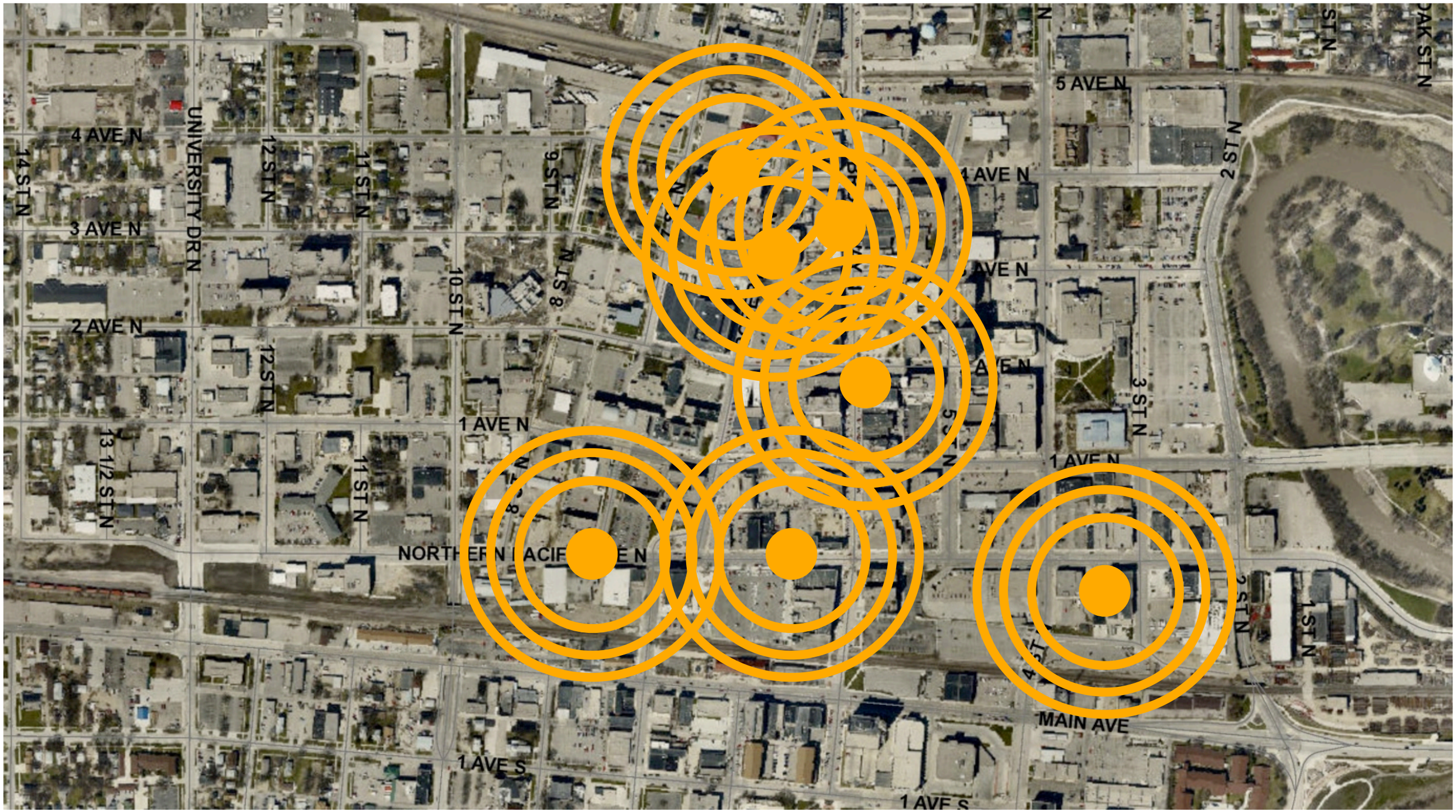

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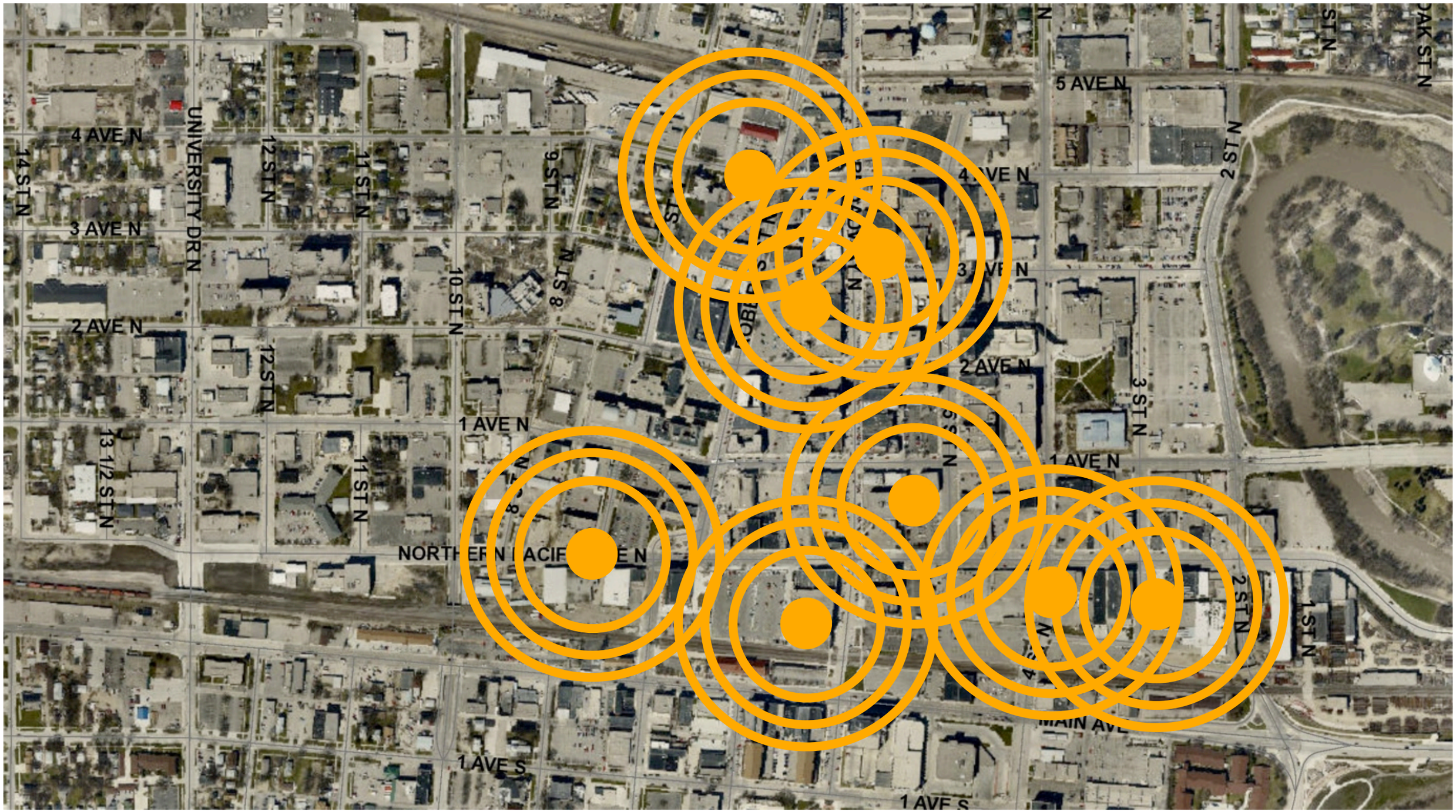

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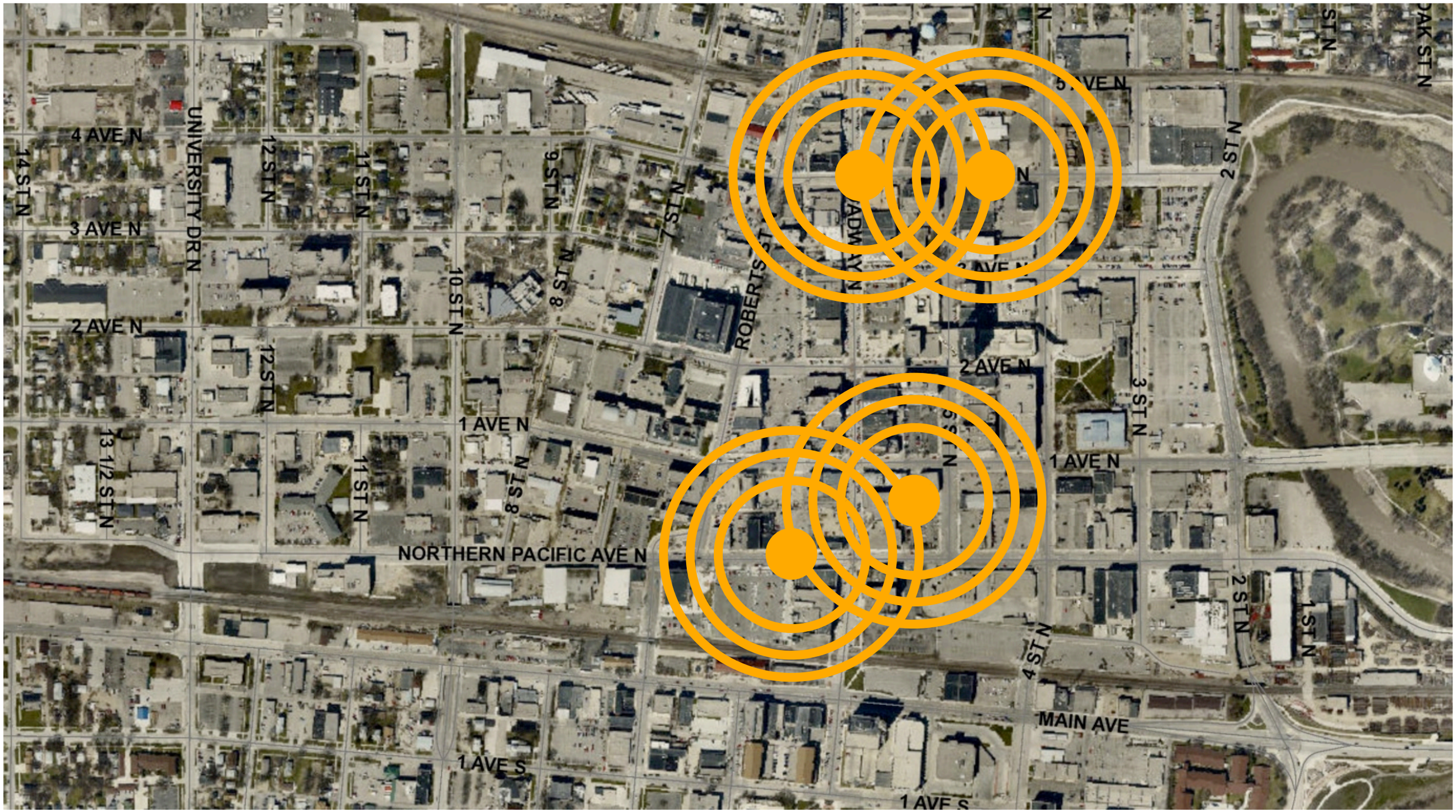

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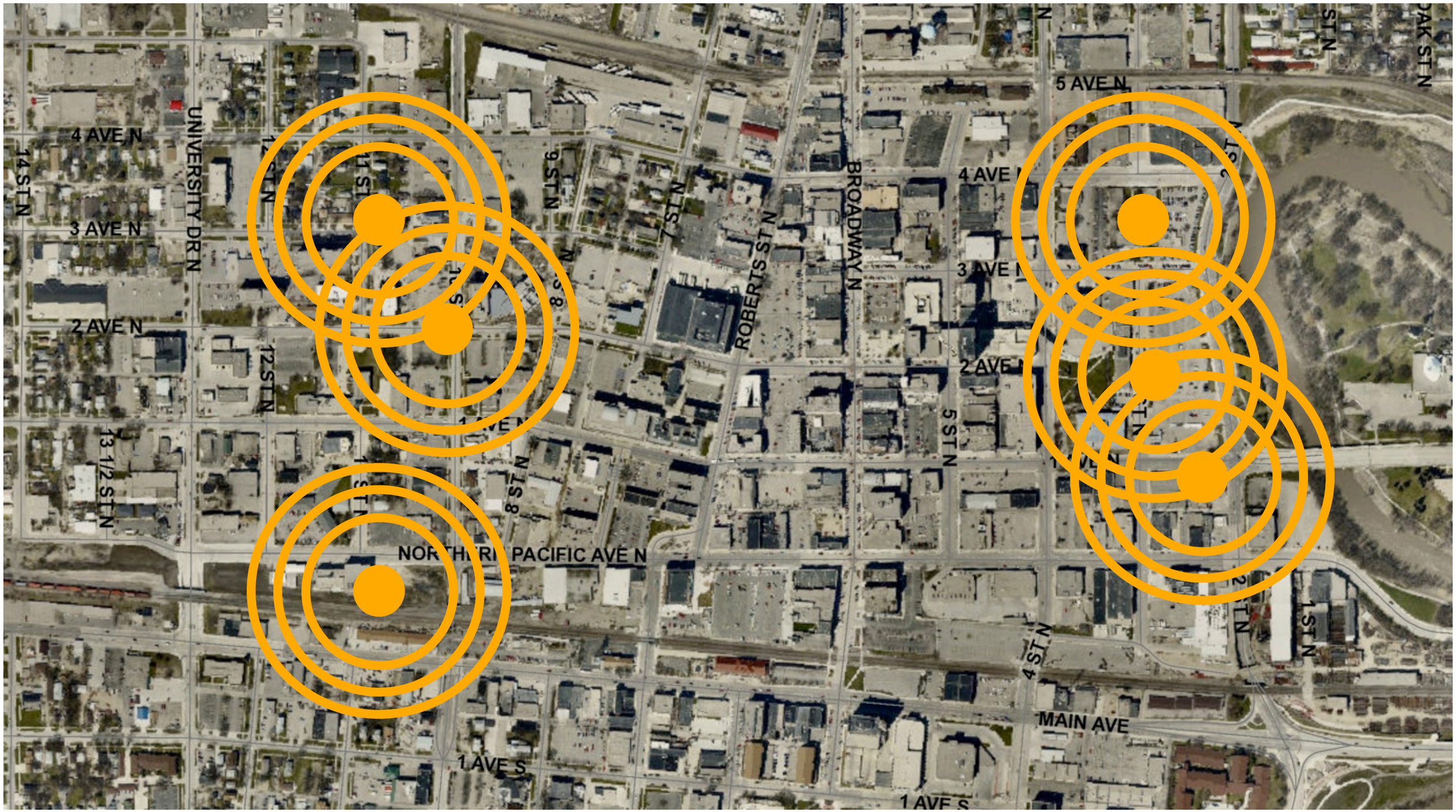

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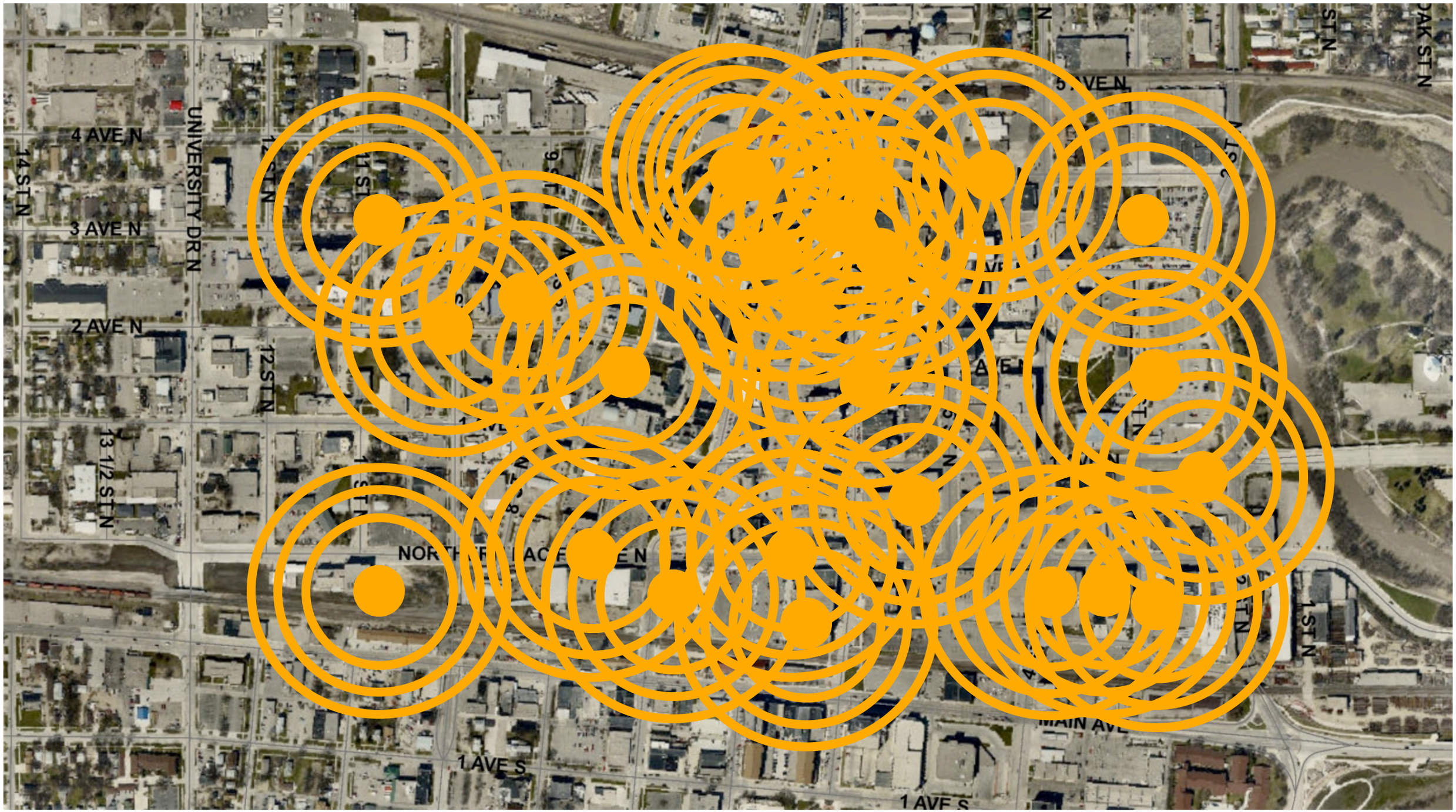

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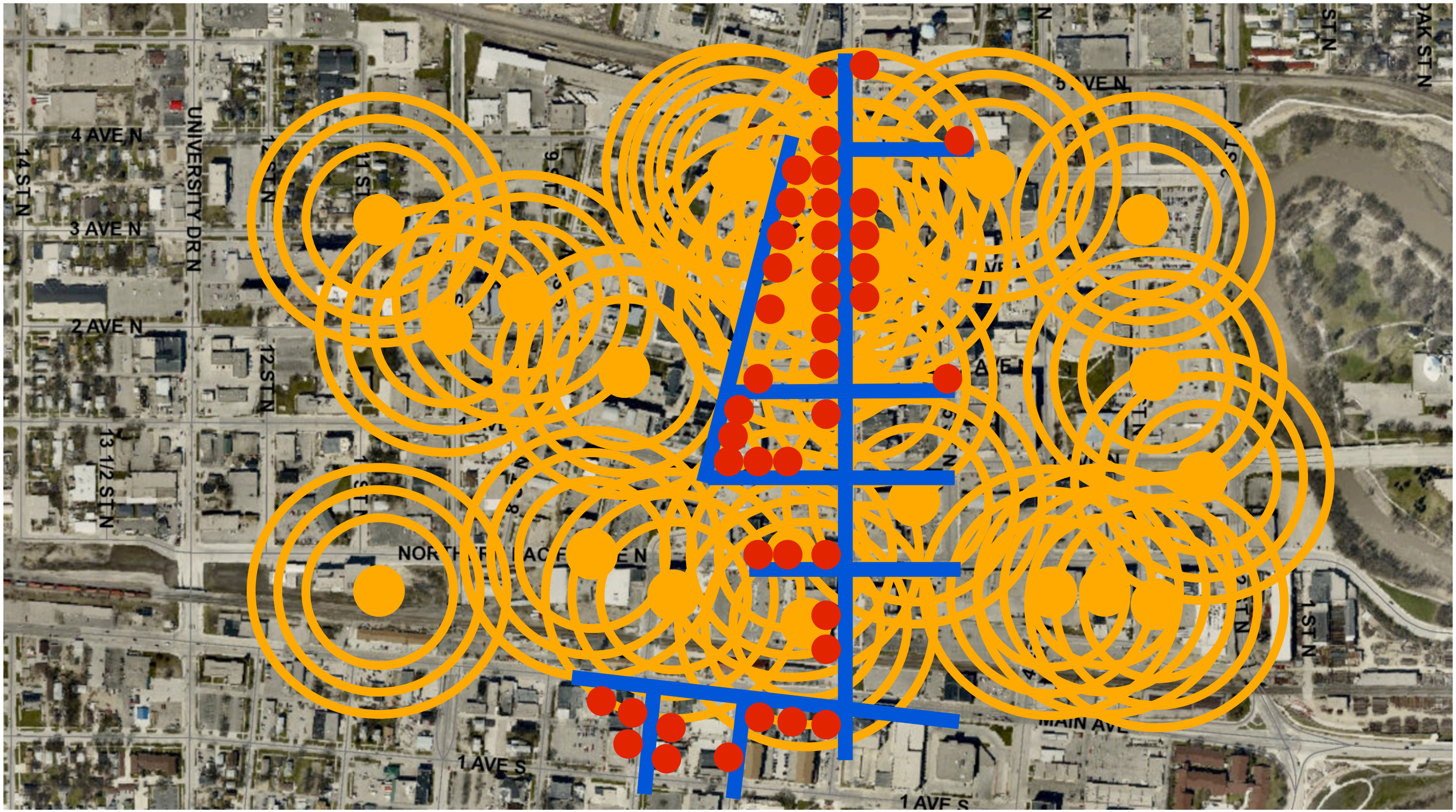

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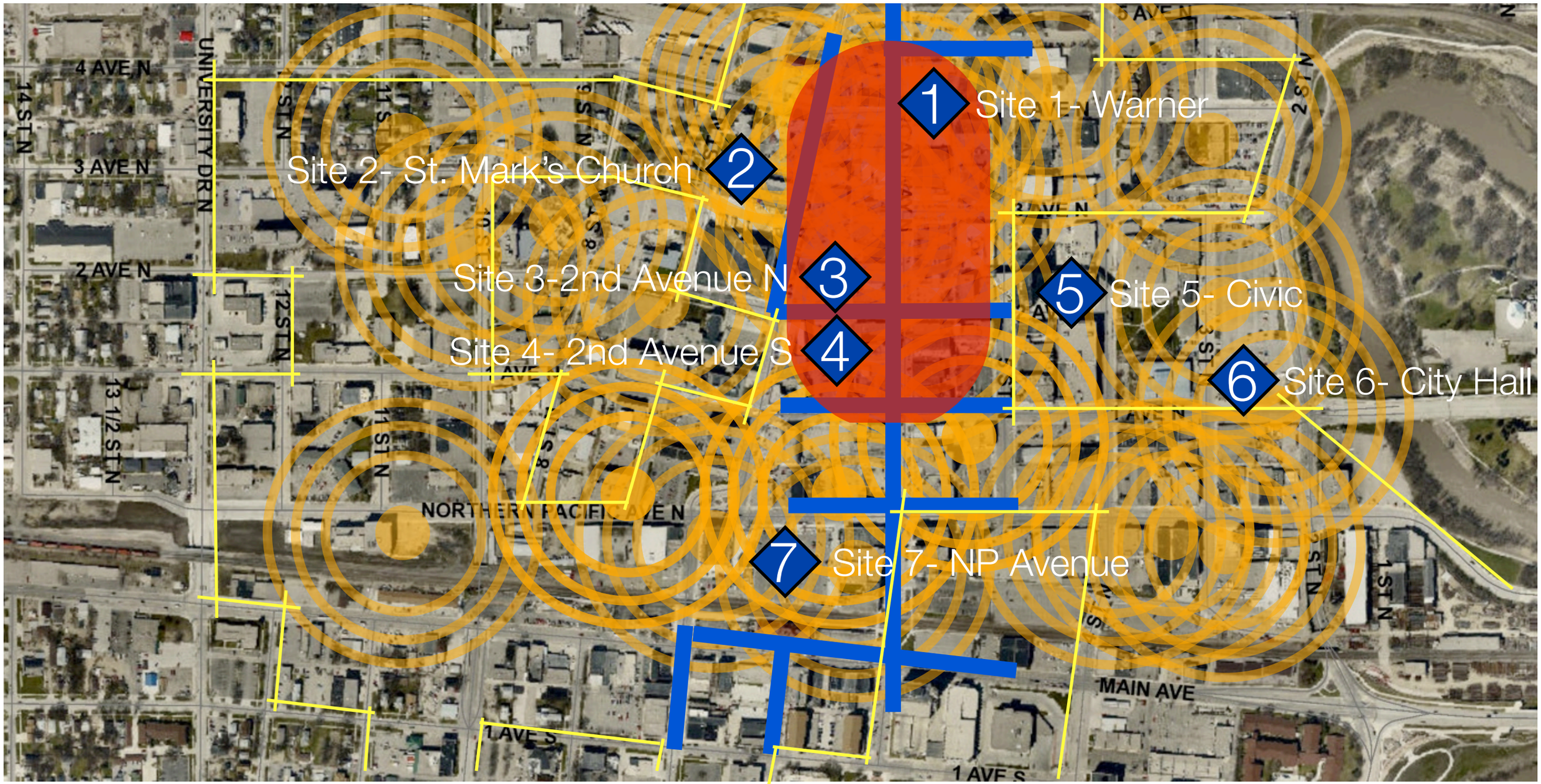
Demand Density

Study Sites

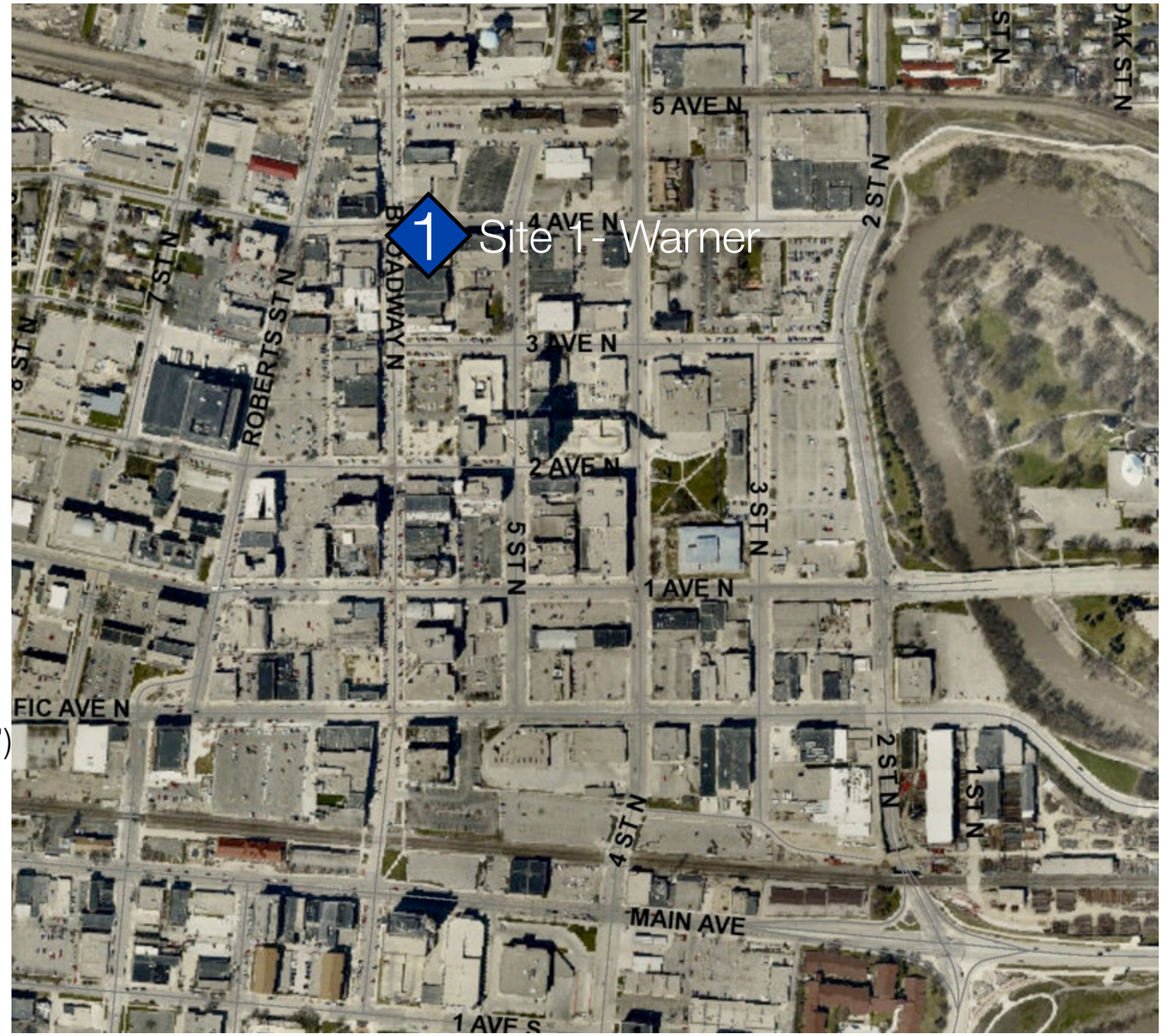

1 Site 1- Warner
2 Site 2- St. Mark's Church
3 Site 3-2nd Avenue N
4 Site 4- 2nd Avenue S
5 Site 5- Civic
6 Site 6- City Hall
7 Site 7- NP Avenue
4 AVE N
3 AVE N
2 AVE N
14 ST N
UNIVERSITY DR N
12 ST N
13 1/2 ST N
11 ST N
NORTHERN PACIFIC AVE N
1 AVE S
MAIN AVE
1 ST N
2 ST N

Strength & Weakness

Site 1- Warner

- Adjacency to Core Demand Area
- Easy Vehicular Access From 4th Avenue
- Good Pedestrian Access to Broadway
- No Lost Public Parking
- Street Level Retail Opportunity
- Excellent Spin Off Development Options
- Adjacency To Pending Development Activity
- Strong Public Private Sector Support

- Less Efficient Site Length If N/S (Under 300')
- Land Ownership/Acquisition
- Power Line Relocation
- Building Height To Adjacent Properties
-
-



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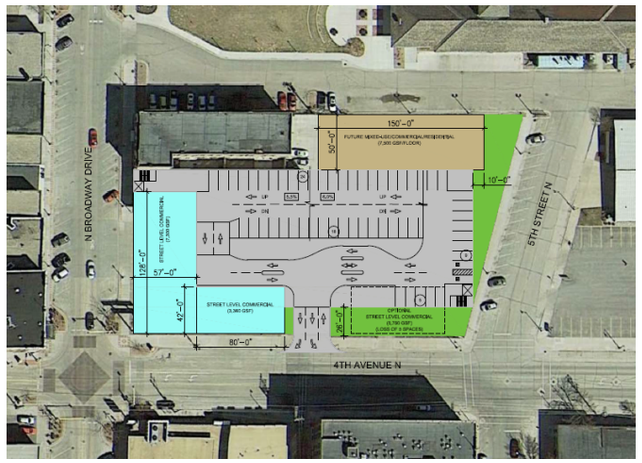
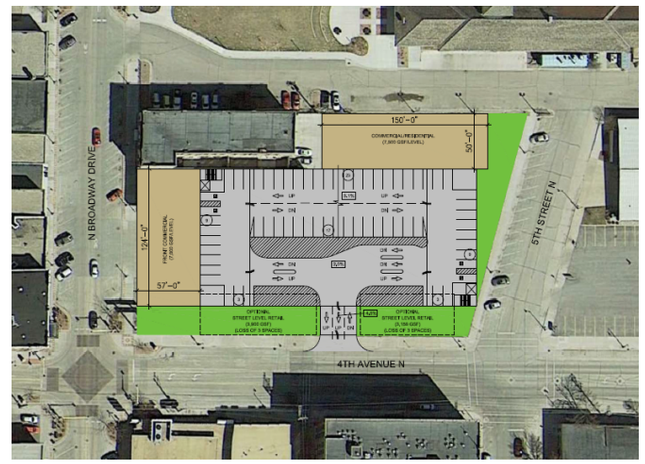
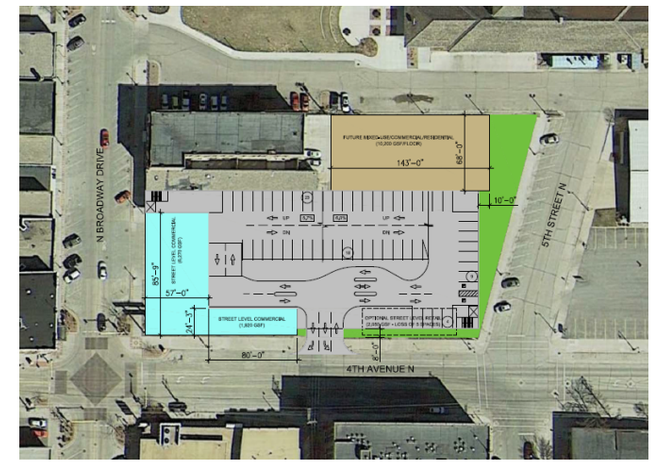


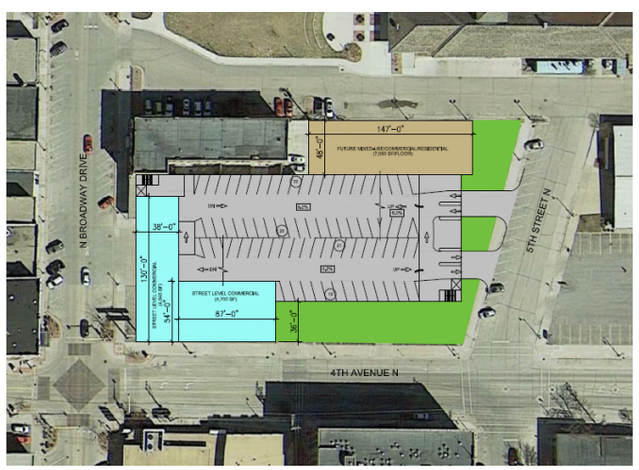
Concept 1-A



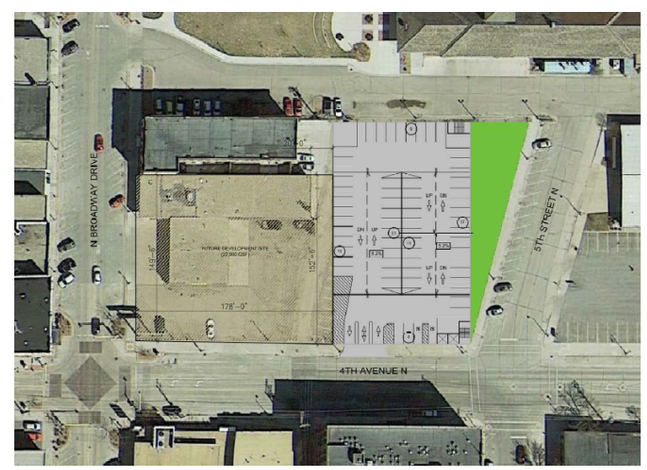
Concept 1-B



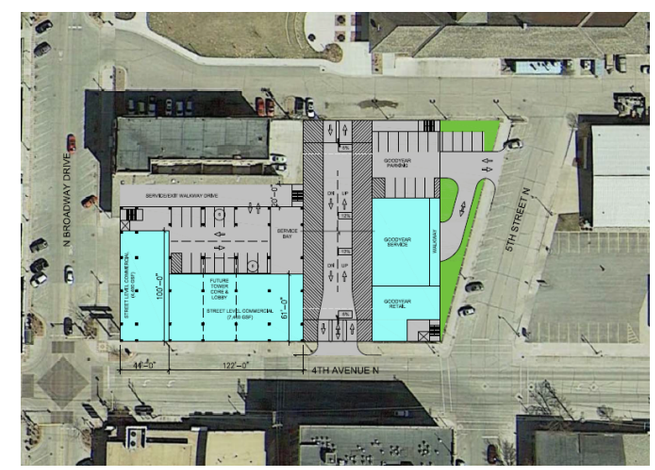
Concept 1-C



Concept 1-D



Concept 1-E



Concept 1-F

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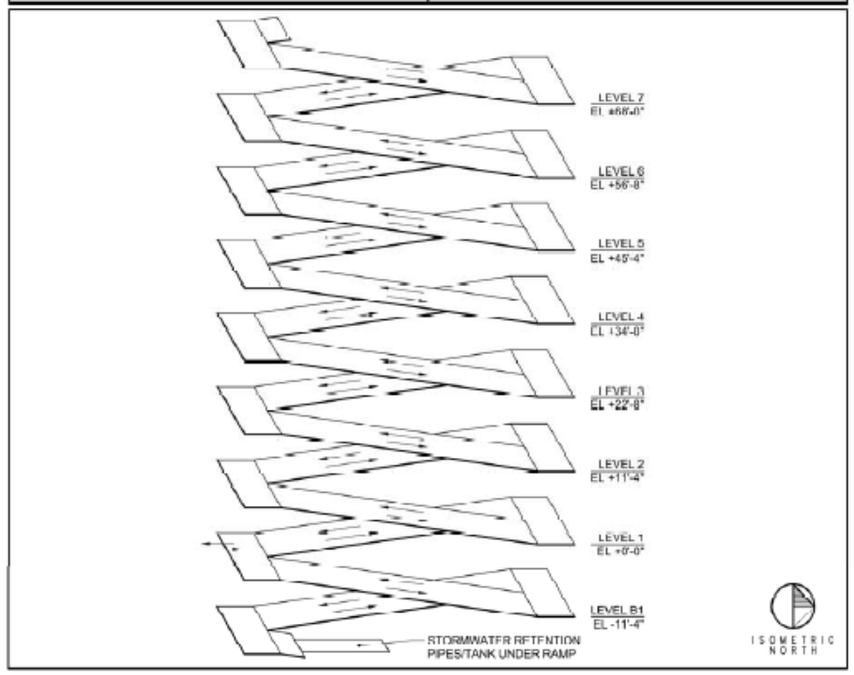
SPACE TABULATION

DESCRIPTION	STANDARD SPACES	ADA ♿	TOTALS
LEVEL 7	64	2	66
LEVEL 6	72	2	74
LEVEL 5	72	2	74
LEVEL 4	72	2	74
LEVEL 3	72	2	74
LEVEL 2	72	2	74
LEVEL 1	63	2	65
LEVEL B1	62	2	64
GARAGE TOTAL	547	18	565
EXISTING LOT TOTAL	93	---	93
NET GAIN FOR SITE	454	18	472

ISOMETRIC VIEW

SINGLE THREADED HELIX



Concept 1-E

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Massing Study Concept 1-E

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Strength & Weakness

Site 2- St. Mark's Church

- West Site -No Lost Public Parking Inventory
- Connectivity To NDSU Expansion
-
- Linkage of Roberts Street & NDSU Expansion
- Efficient E/W Building Length
- Stimulate Roberts Street Business Growth
- Positions 2nd Ave. Site For Infill Projects
-

- Inconvenient Relationship to Core Demand
- Multiple Land Ownership/Acquisition
- Limited Mixed Use Development
- Inefficient N/S Site Proportion
- Limited DCP Support
-
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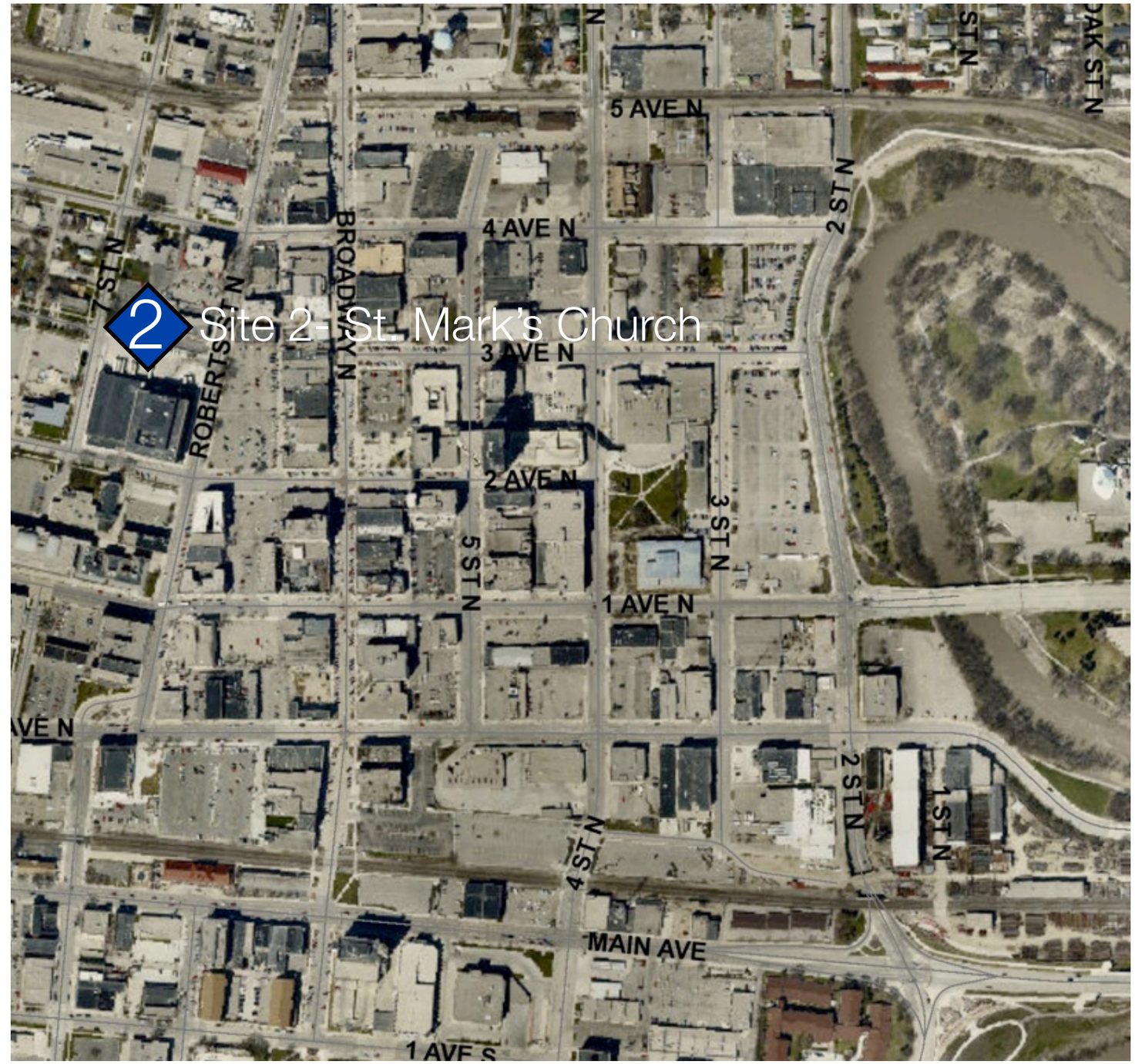

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Concept 2-A

Concept 2-B

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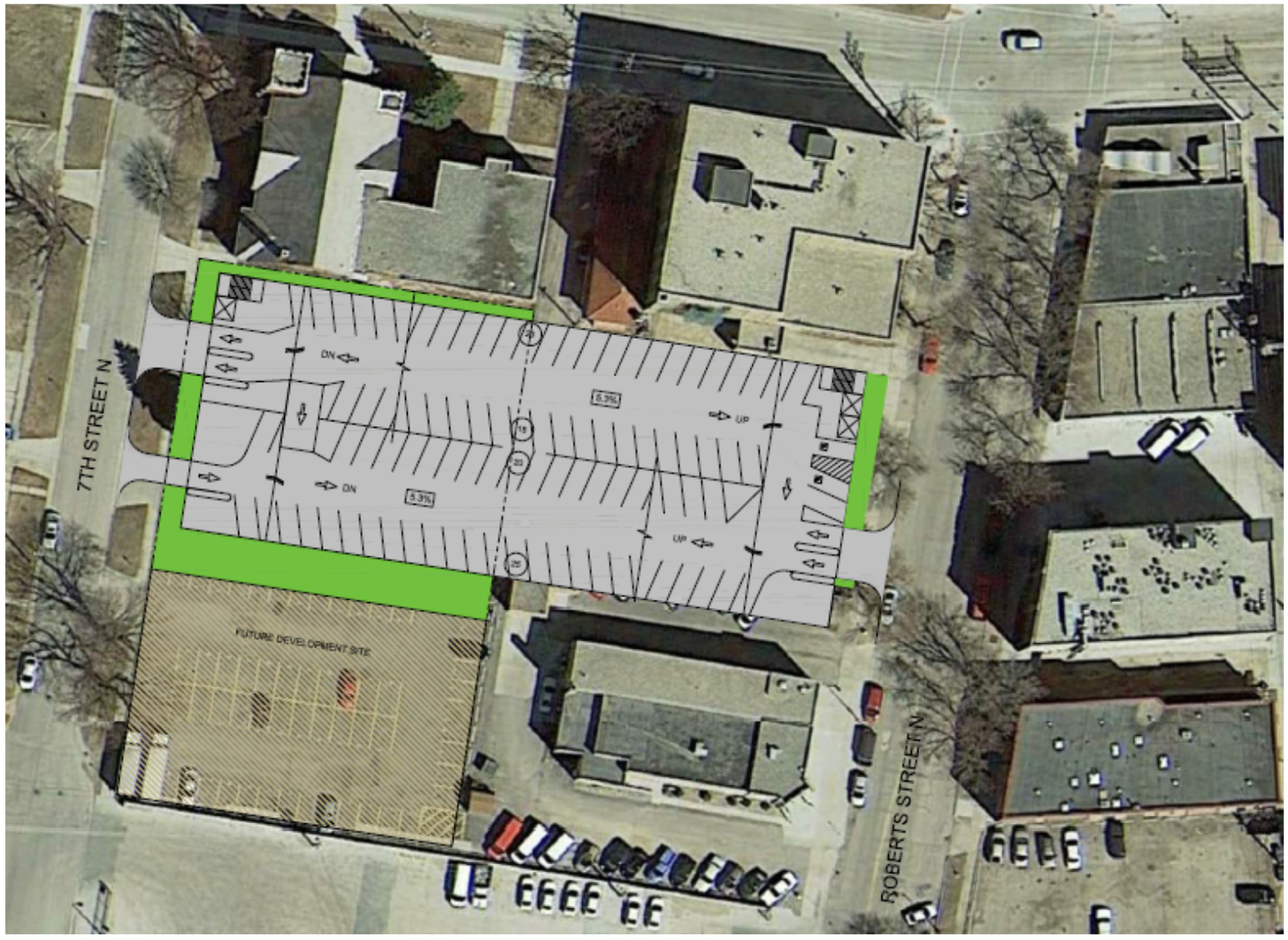
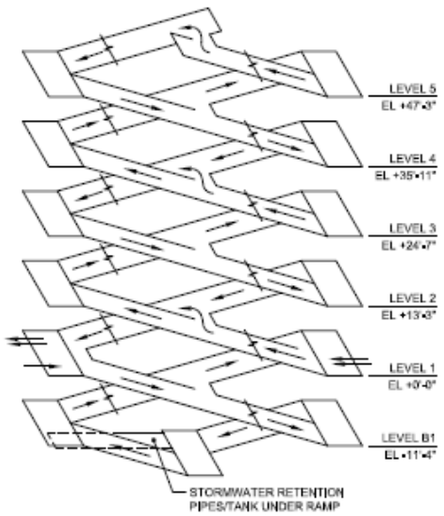


SPACE TABULATION

DESCRIPTION	STANDARD SPACES	ADA ♿	TOTALS
CROSSOVER	29	---	29
LEVEL 5	109	---	109
LEVEL 4	105	---	105
LEVEL 3	105	4	109
LEVEL 2	101	4	105
LEVEL 1	91	2	93
LEVEL B1	87	4	91
GARAGE TOTAL	627	14	641
EXISTING LOT TOTAL	104	---	104
NET GAIN FOR SITE	523	14	537

ISOMETRIC VIEW

DOUBLE THREADED HELIX



Concept 2-B

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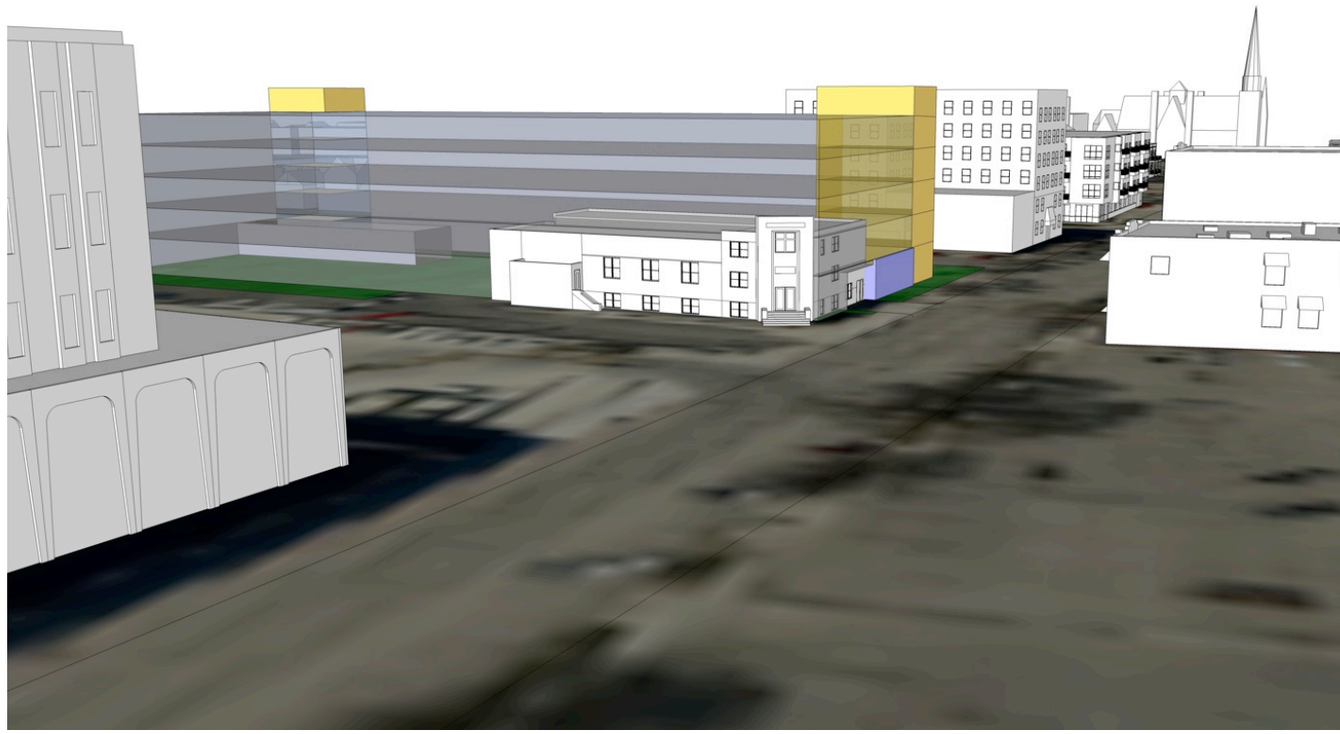

Massing Study Concept 2-B

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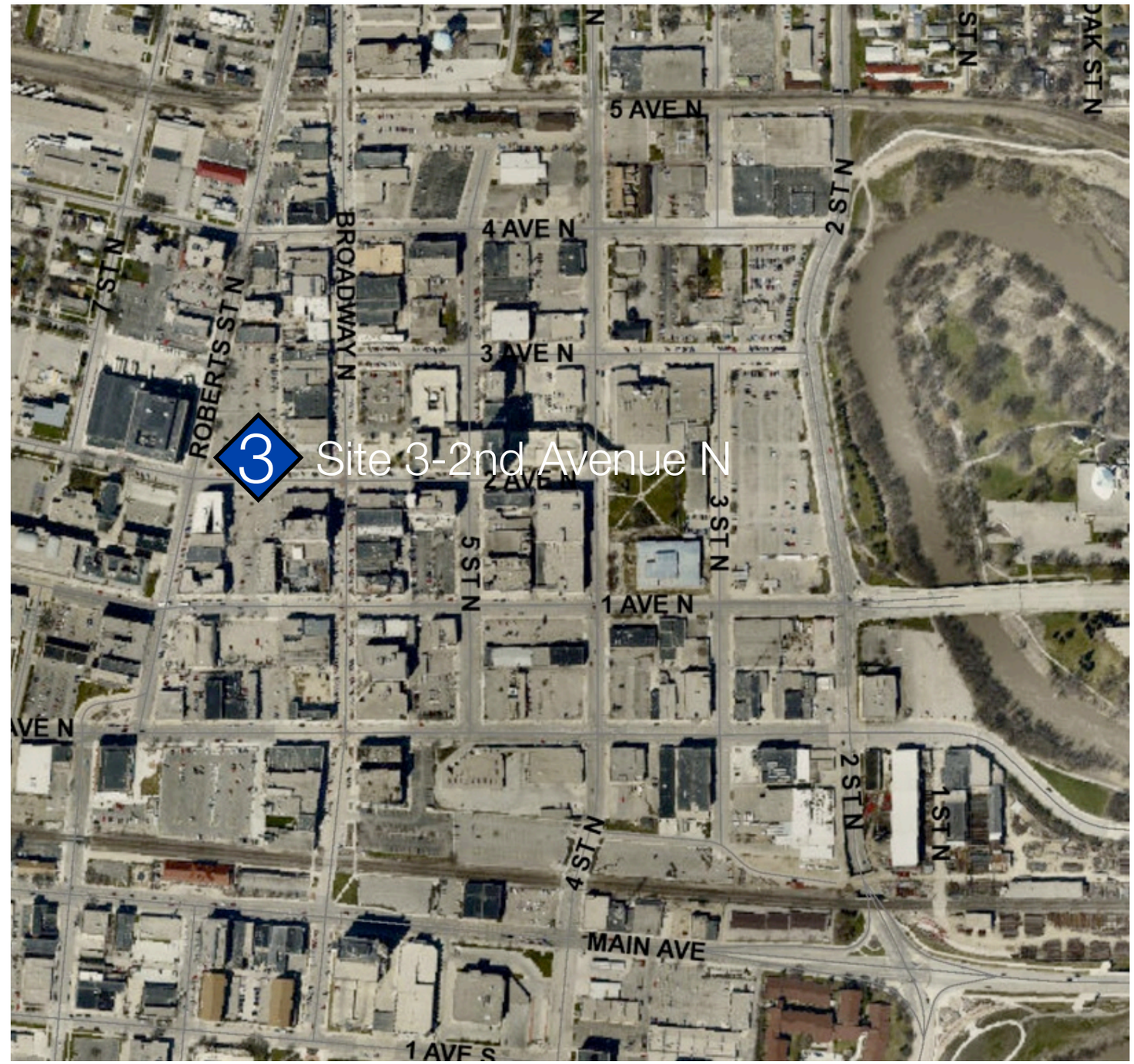
Strength & Weakness

Site 3-2nd Avenue N

- Adjacency to Core Demand Area
- Easy Vehicular Access From 2nd Avenue & Roberts Street
- In Heart of Pedestrian Pathways
- Alley Development Opportunities
- Street Level Retail Opportunity
- Excellent Spin Off Development Options
- Mixed Use Wrap Potential
- Strong DCP and Staff Support

- Lost Public Parking
- Inefficient Building Length On City Lot
- Need to Acquire Added Land
- Property Line Agreement Required
- Power Lines In Alley



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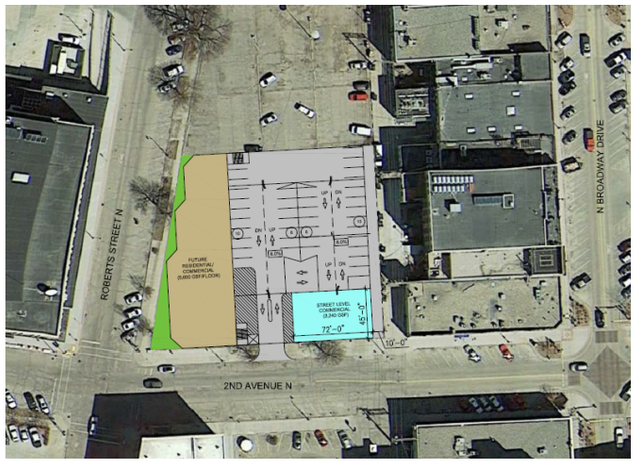
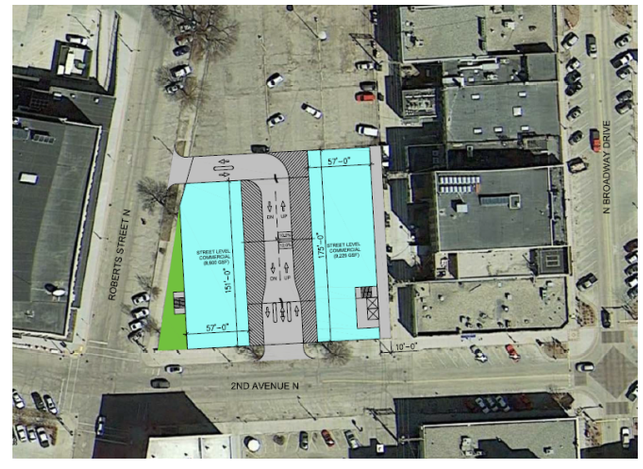


Concept 3-A



Concept 3-B

Concept 3-C

Concept 3-D

Concept 3-E

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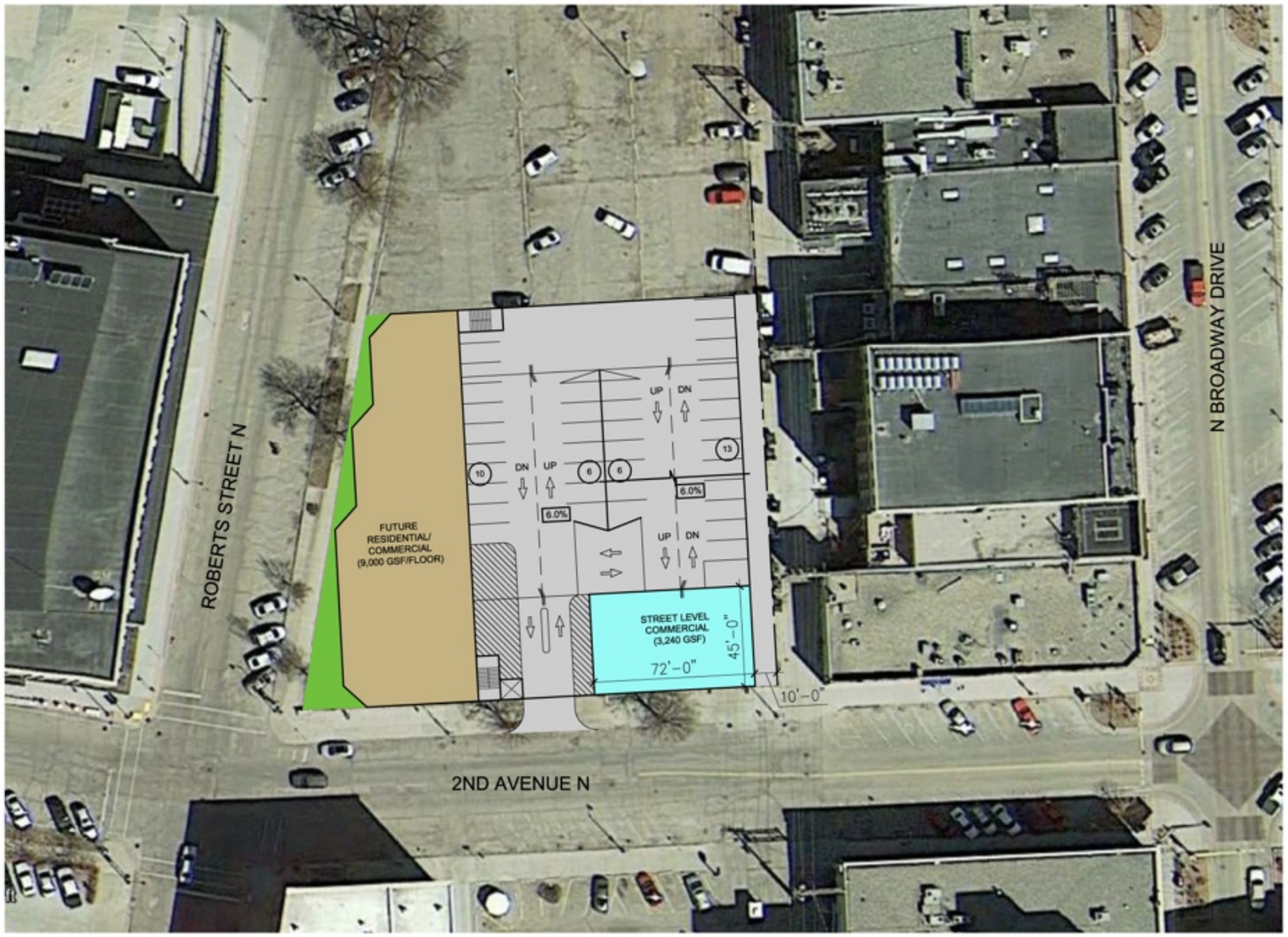


LEVEL 1 PLAN

1" = 60'-0"

SPACE TABULATION

DESCRIPTION	STANDARD SPACES	ADA ♿	TOTALS
LEVEL 7	51	2	53
LEVEL 6	60	2	62
LEVEL 5	60	2	62
LEVEL 4	60	2	62
LEVEL 3	60	2	62
LEVEL 2	60	2	62
LEVEL 1	35	---	35
LEVEL B1	52	2	54
GARAGE TOTAL	438	14	452
EXISTING LOT TOTAL	100	---	100
NET GAIN FOR SITE	338	14	352

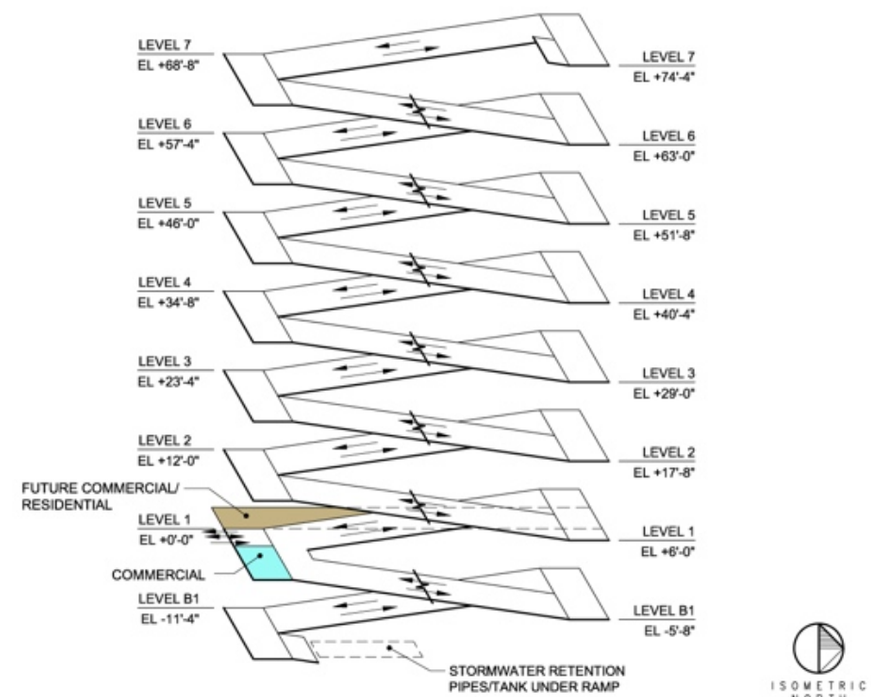
SHEET NOTES:

STANDARD SPACE = 9'-0" X 18'-0" @ 90° PARKING ANGLE
ADA SPACE = 8'-0" X 18'-0" W/ 8'-0" & 5'-0" WIDE AISLES @ 90° PARKING ANGLE

LEVEL SUMMARY (SPACE TABULATION):
BASEMENT + 3 LEVELS = 204 SPACES (NET GAIN = 104)
BASEMENT + 4 LEVELS = 266 SPACES (NET GAIN = 166)
BASEMENT + 5 LEVELS = 328 SPACES (NET GAIN = 228)
BASEMENT + 6 LEVELS = 390 SPACES (NET GAIN = 290)

ISOMETRIC VIEW

SINGLE THREADED HELIX



Concept 3-A

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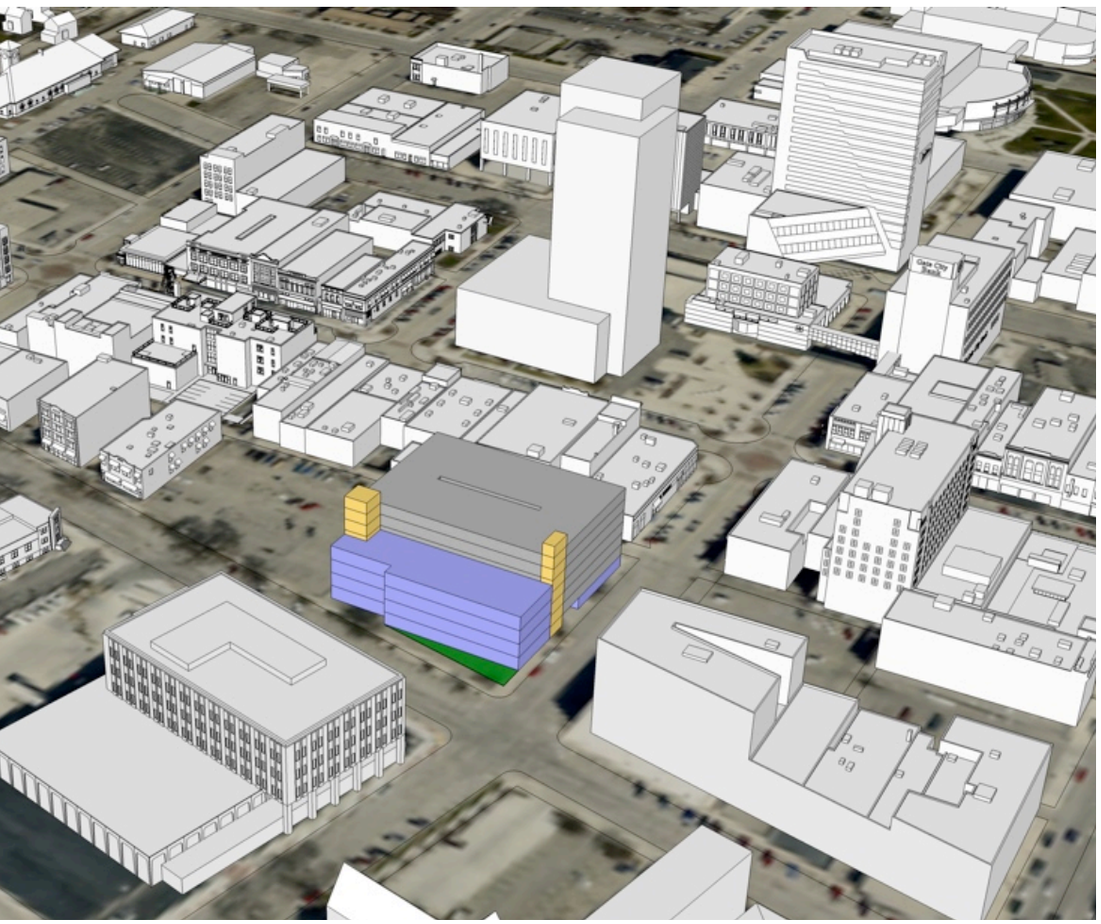

Massing Study Concept 3-A

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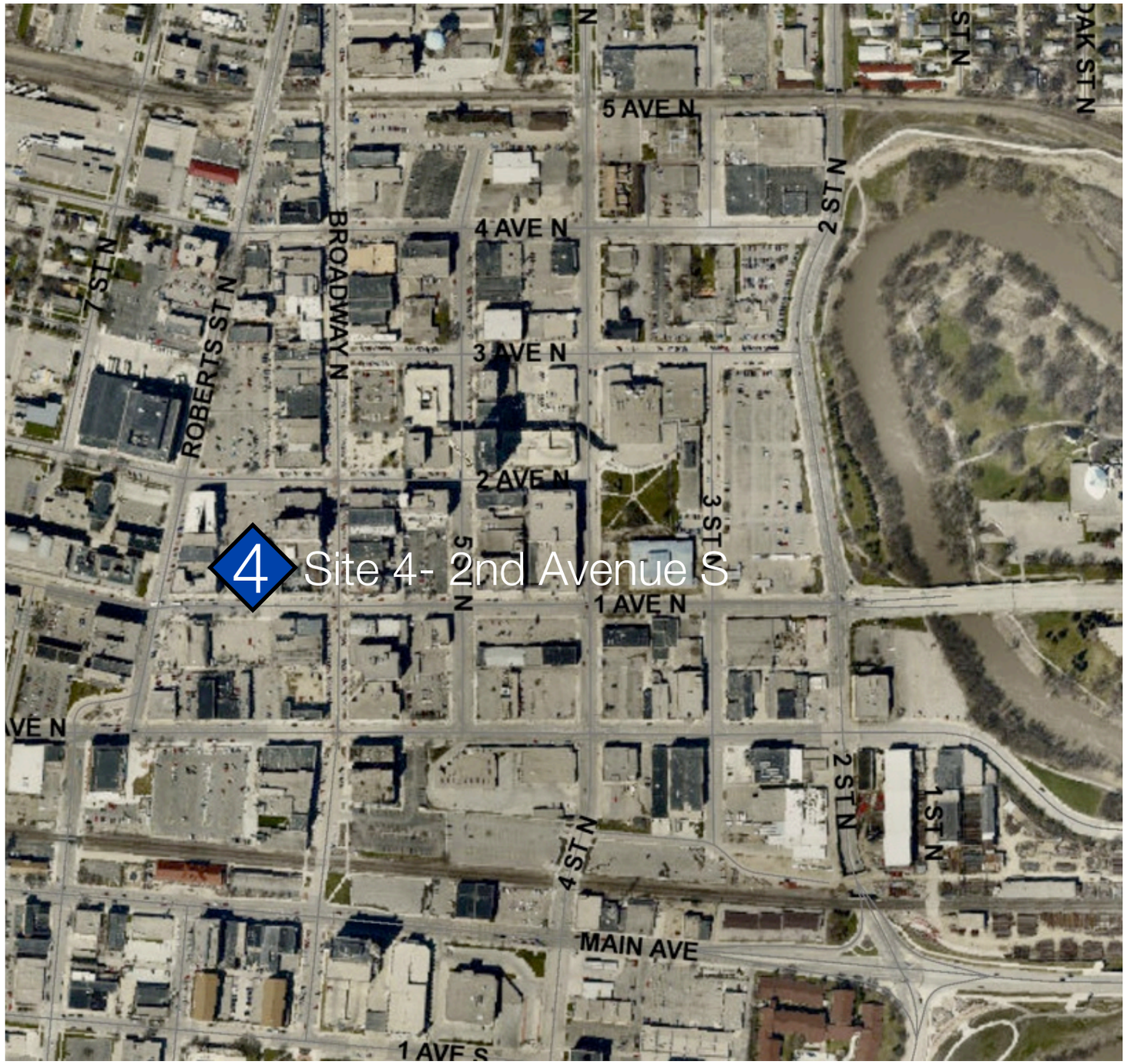
Strength & Weakness

Site 4- 2nd Avenue S

- Adjacency To Core Demand Area
- Easy Vehicular Access From 2nd Avenue
- Opportunities To Enhance Alleyway

- Lost Public Parking Inventory
- Inefficient Building Length
- Multiple Land Ownership/Acquisition
- Limited Mixed Use Development
- Narrow Site Proportion In Versions 4B & 4C
- Power Lines In Alley



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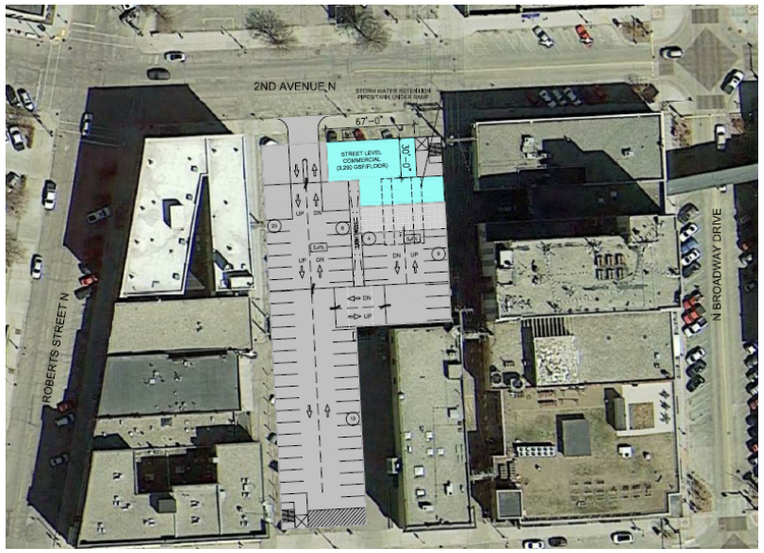
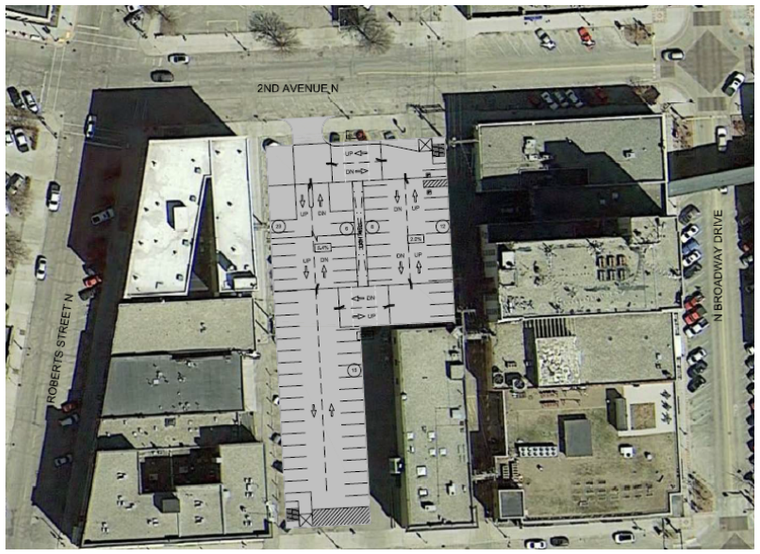
Concept 4-A



Concept 4-B



Concept 4-C

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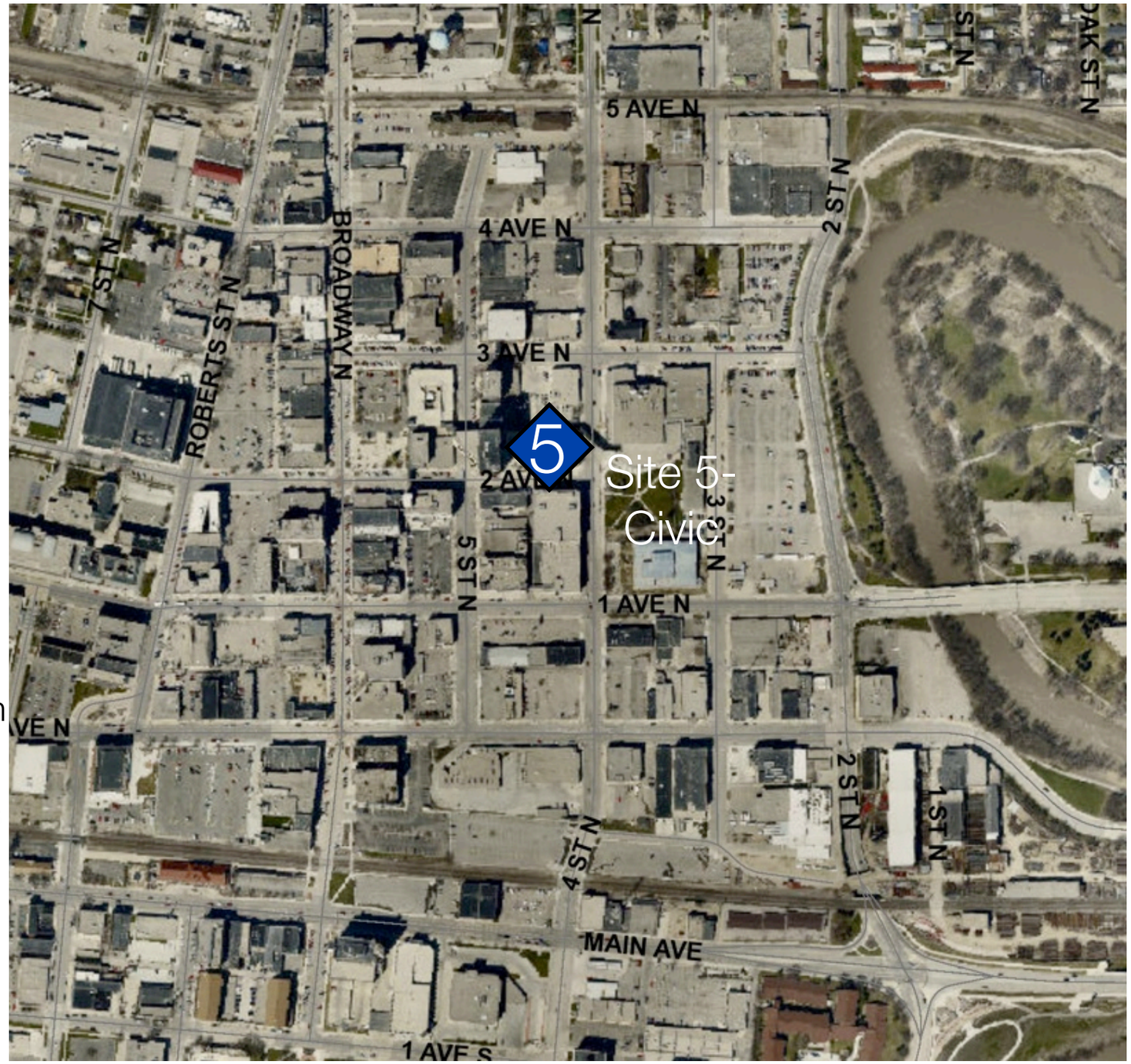
Strength & Weakness

Site 5- Civic

- Designed For Single Added Level
- No Elevator Addition Required
- City Controlled Property
- Easy Access
- No Storm Water Management Needed
- Adjacency To City Hall and US Bank Plaza

- Small Added Inventory of Stalls
- Disruption To Current Users During Construction
- Need To Gain Support From Radisson
- Potential Modifications Required By New Codes
- Need To Improve Ingress & Egress Lanes
- Difficulty In Achieving 2 Levels Of Expansion
-
-



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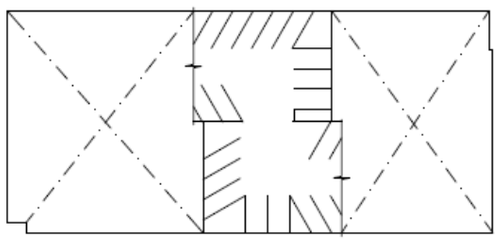
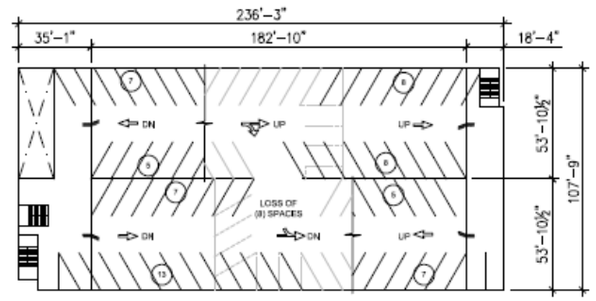
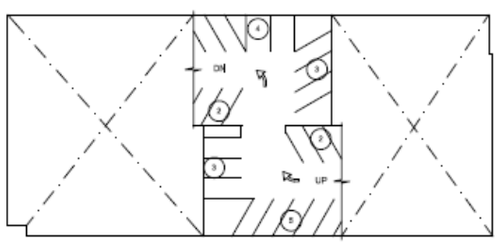


EXISTING LEVEL 5 PLAN
1" = 60'-0"



EXPANDED LEVEL 5 PLAN
1" = 60'-0"

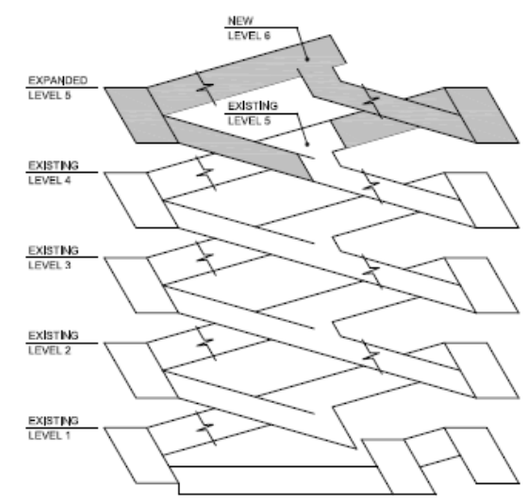


NEW LEVEL 6 PLAN
1" = 60'-0"

SPACE TABULATION

DESCRIPTION	STANDARD SPACES	ADA ♿	TOTALS
LEVEL 6	19	---	19
LEVEL 5	60	---	60
EXPANSION TOTAL	79	---	79
EXISTING TOTAL	238	---	238
SPACES LOST	8	---	8
NEW RAMP TOTAL	309	---	309
NET GAIN FOR SITE	71	---	71

ISOMETRIC VIEW — DOUBLE THREADED HELIX



Concept 5-A

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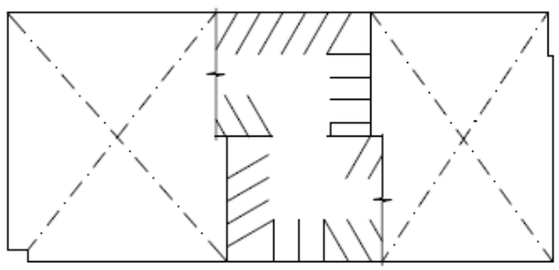
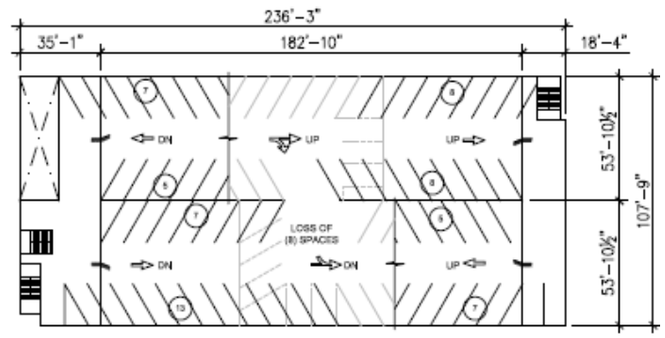


EXISTING LEVEL 5 PLAN

1" = 60'-0"

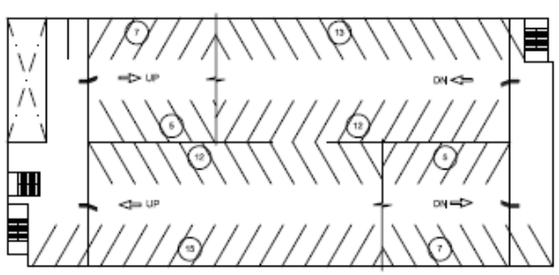


EXPANDED LEVEL 5 PLAN

1" = 60'-0"

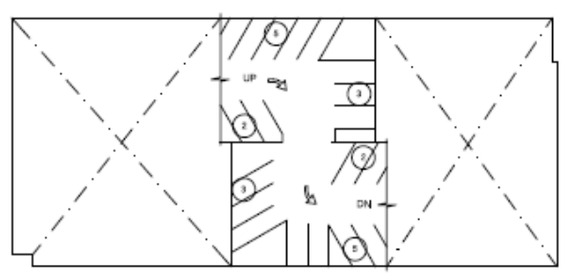
SPACE TABULATION

DESCRIPTION	STANDARD SPACES	ADA ♿	TOTALS
LEVEL 7	19	---	19
LEVEL 6	76	---	76
LEVEL 5	60	---	60
EXPANSION TOTAL	155	---	155
EXISTING TOTAL	238	---	238
SPACES LOST	8	---	8
NEW RAMP TOTAL	385	---	385
NET GAIN FOR SITE	147	---	147



NEW LEVEL 6 PLAN

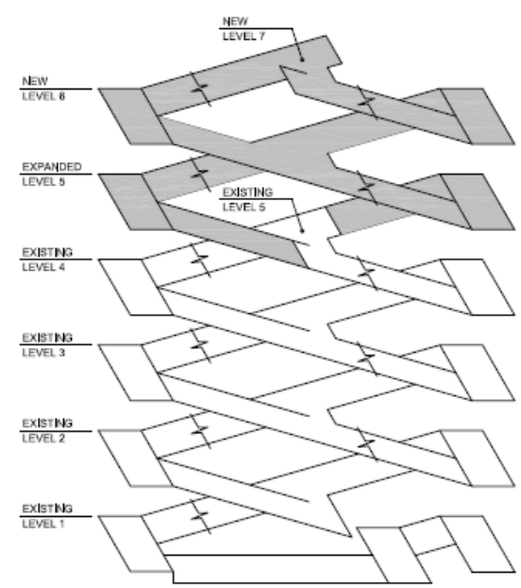
1" = 60'-0"



NEW LEVEL 7 PLAN

1" = 60'-0"

ISOMETRIC VIEW | DOUBLE THREADED HELIX



Concept 5-B

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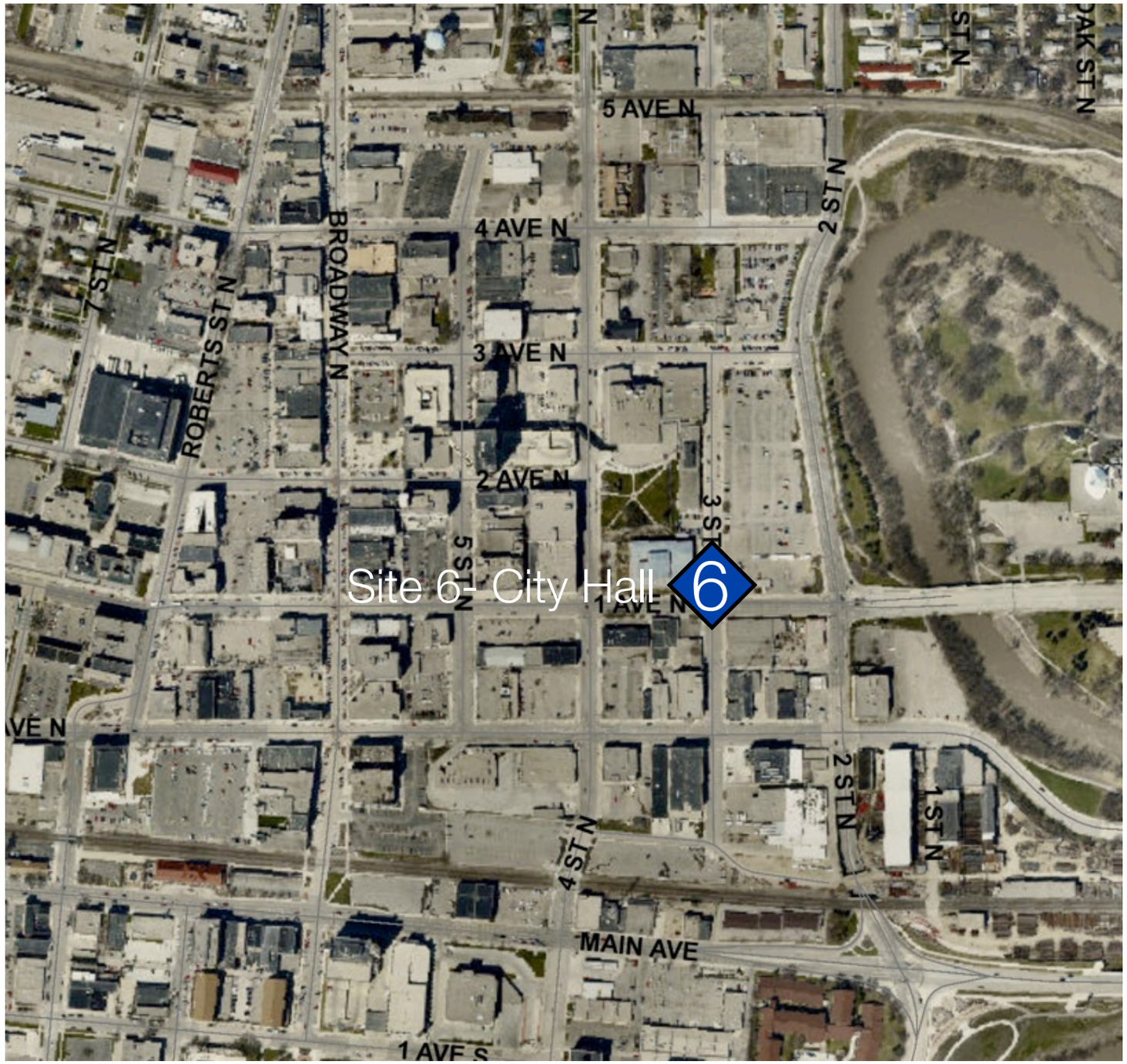
Strength & Weakness

Site 6- City Hall

- High P3 Mixed Use Development Opportunity
- Connectivity To Skyway System
- Ability To Serve City Hall & Library
- Good Ingress/Egress To 1st Avenue

- Lost Public Parking Inventory
- Encroachment on Civic Plaza
- Inconvenient Relationship To Core Demand



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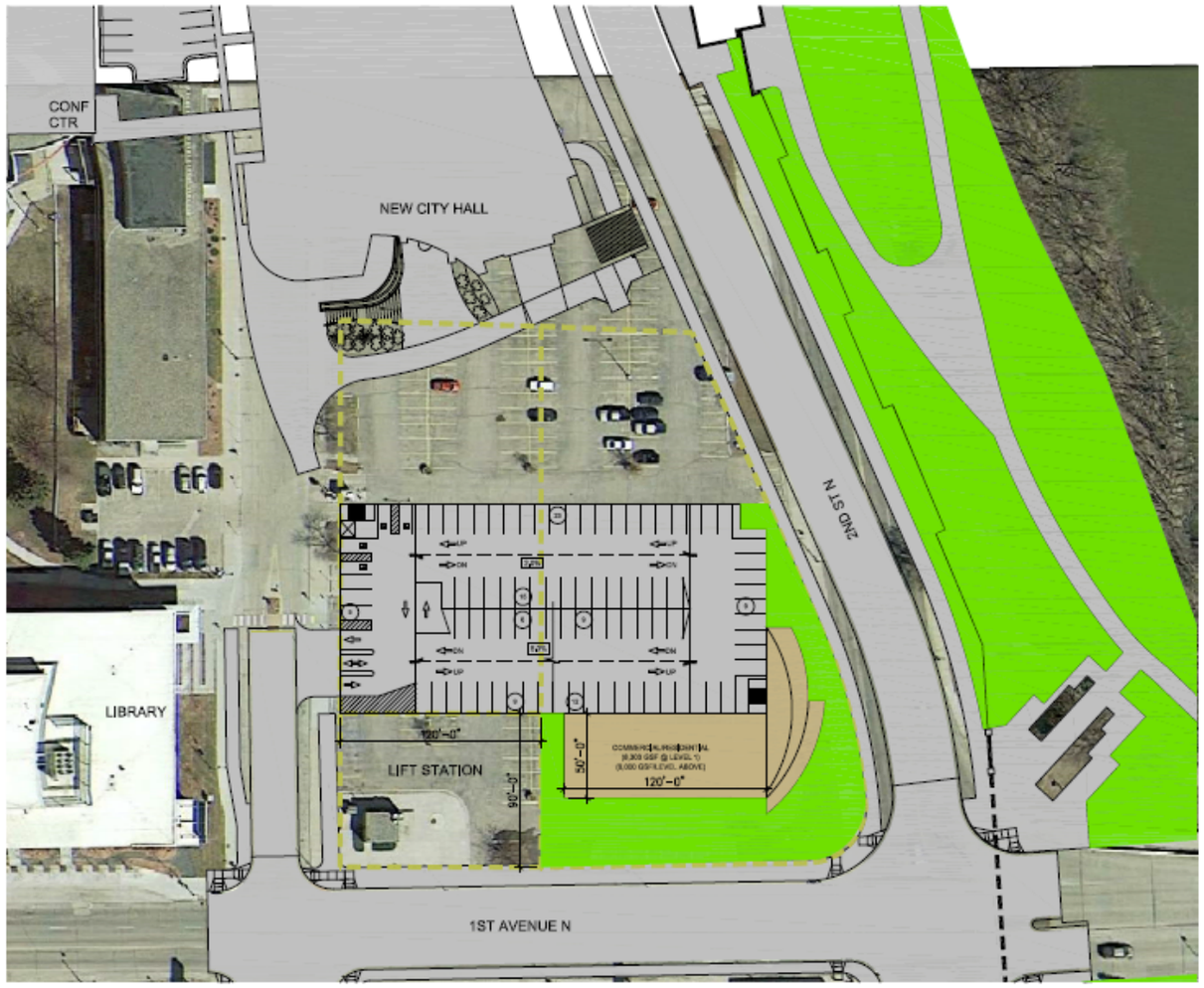


LEVEL 1 PLAN

1" = 80'-0"

SPACE TABULATION

DESCRIPTION	STANDARD SPACES	ADA ♿	TOTALS
LEVEL 6	35	---	35
LEVEL 5	99	---	99
LEVEL 4	97	2	99
LEVEL 3	97	2	99
LEVEL 2	97	2	99
LEVEL 1	84	4	88
LEVEL B1	32	2	34
GARAGE TOTAL	541	12	553
EXISTING LOT TOTAL	172	---	172
NET GAIN FOR SITE	369	12	381

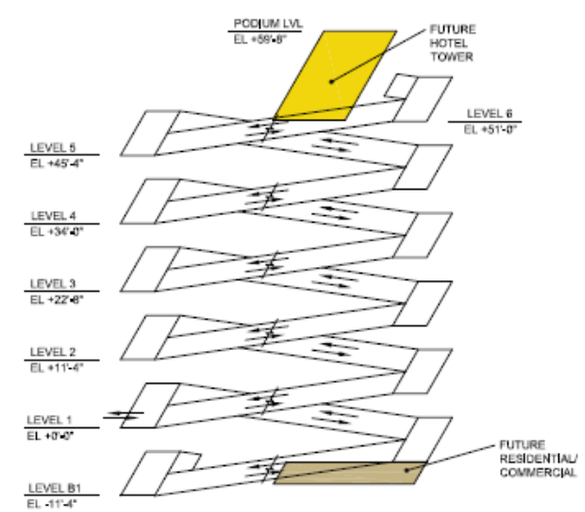
SHEET NOTES:

STANDARD SPACE = 9'-0" X 18'-0" @ 90° PARKING ANGLE
ADA SPACE = 8'-0" X 18'-0" W/ 8'-0" & 5'-0" WIDE AISLES @ 90° PARKING ANGLE

LEVEL SUMMARY (SPACE TABULATION):
BASEMENT + 3 LEVELS = 356 SPACES (NET GAIN = 184)
BASEMENT + 4 LEVELS = 455 SPACES (NET GAIN = 283)

ISOMETRIC VIEW

SINGLE THREADED HELIX



Concept 6-A

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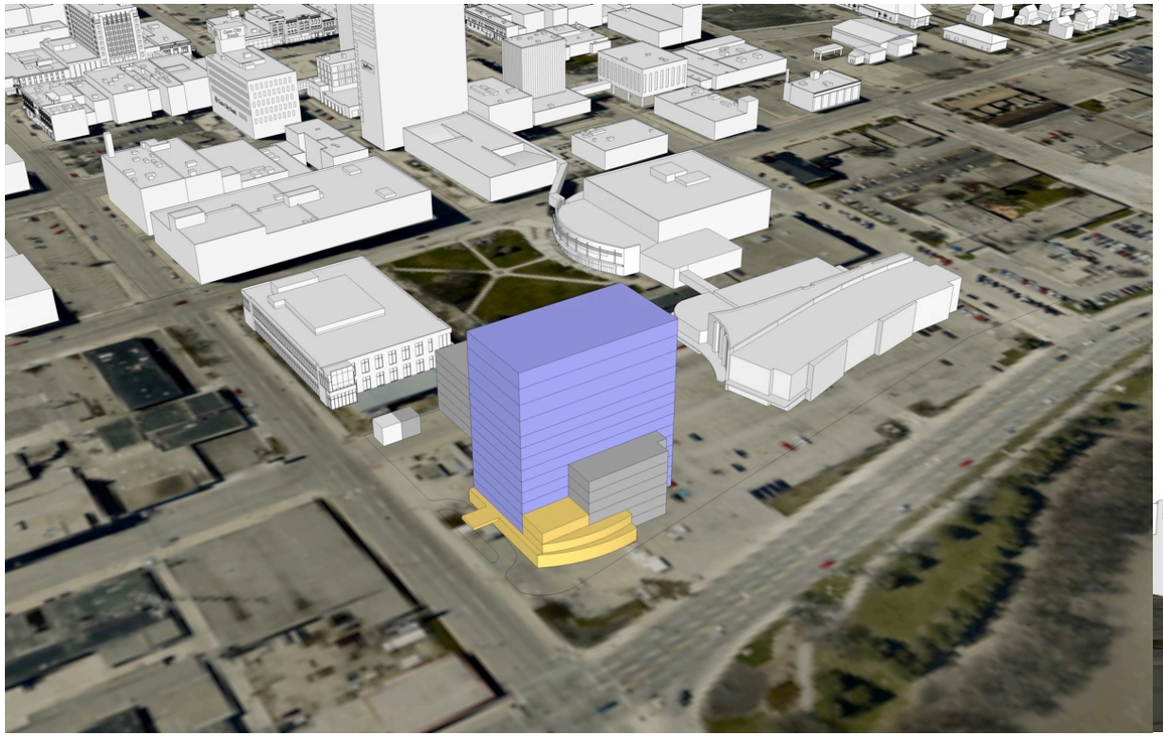

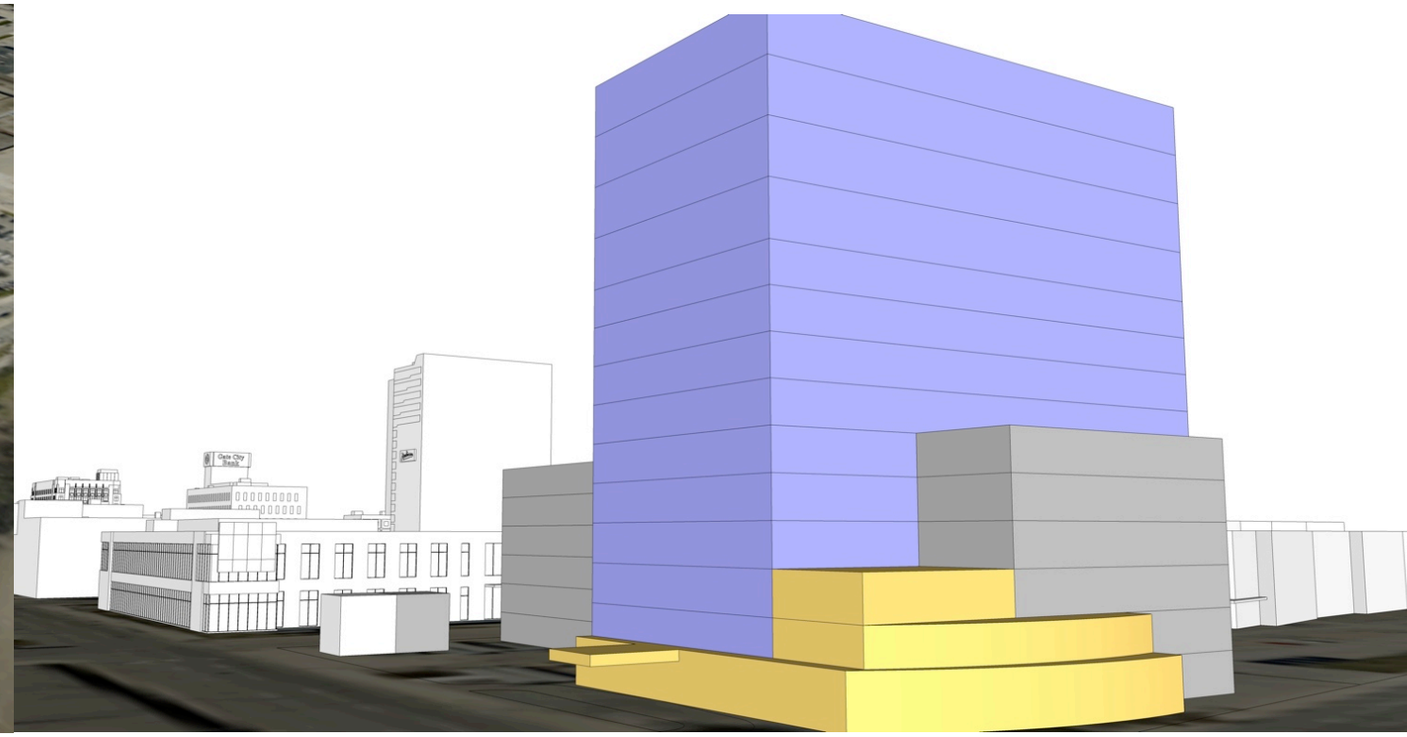

Massing Study Concept 6-A

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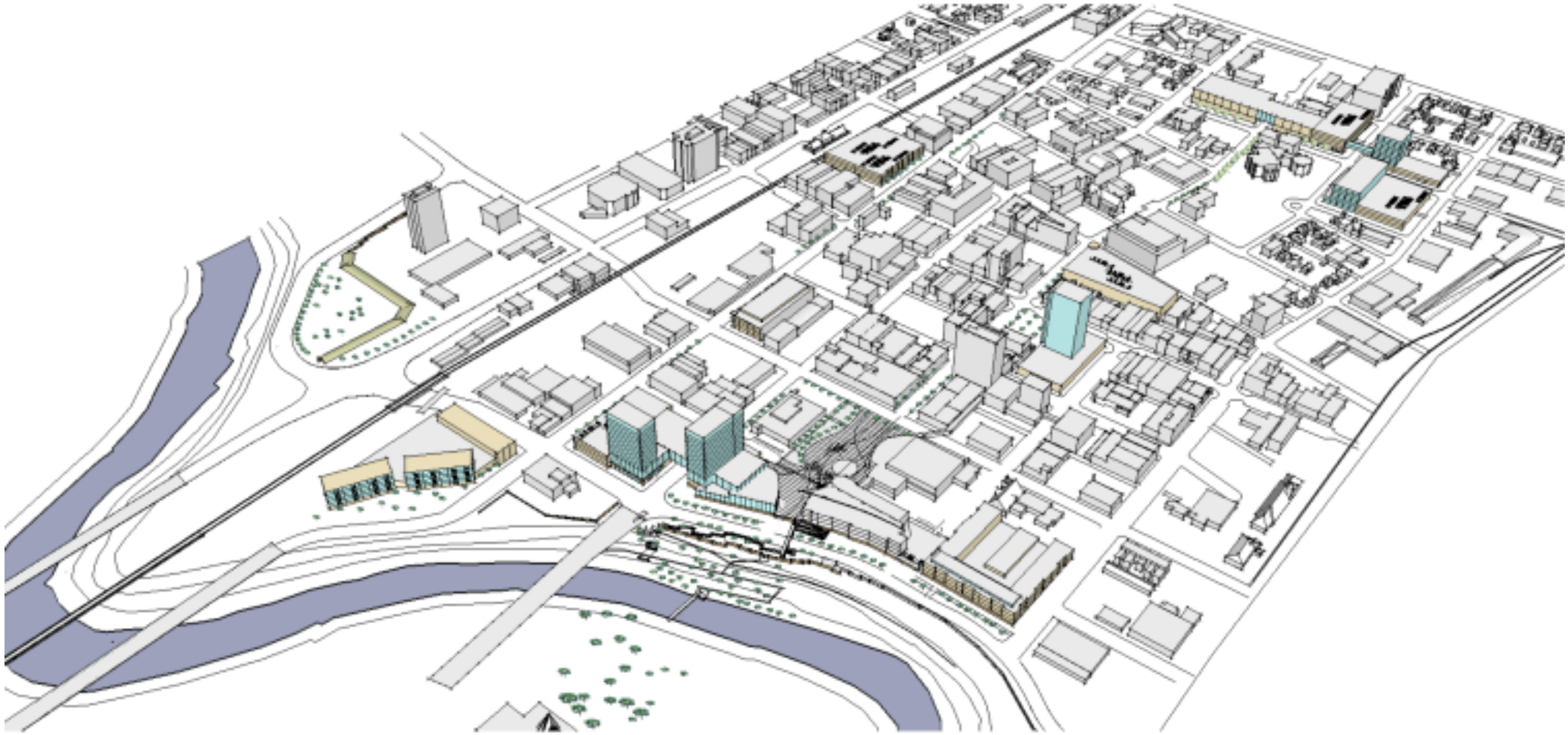

River Front Masterplan & City Hall

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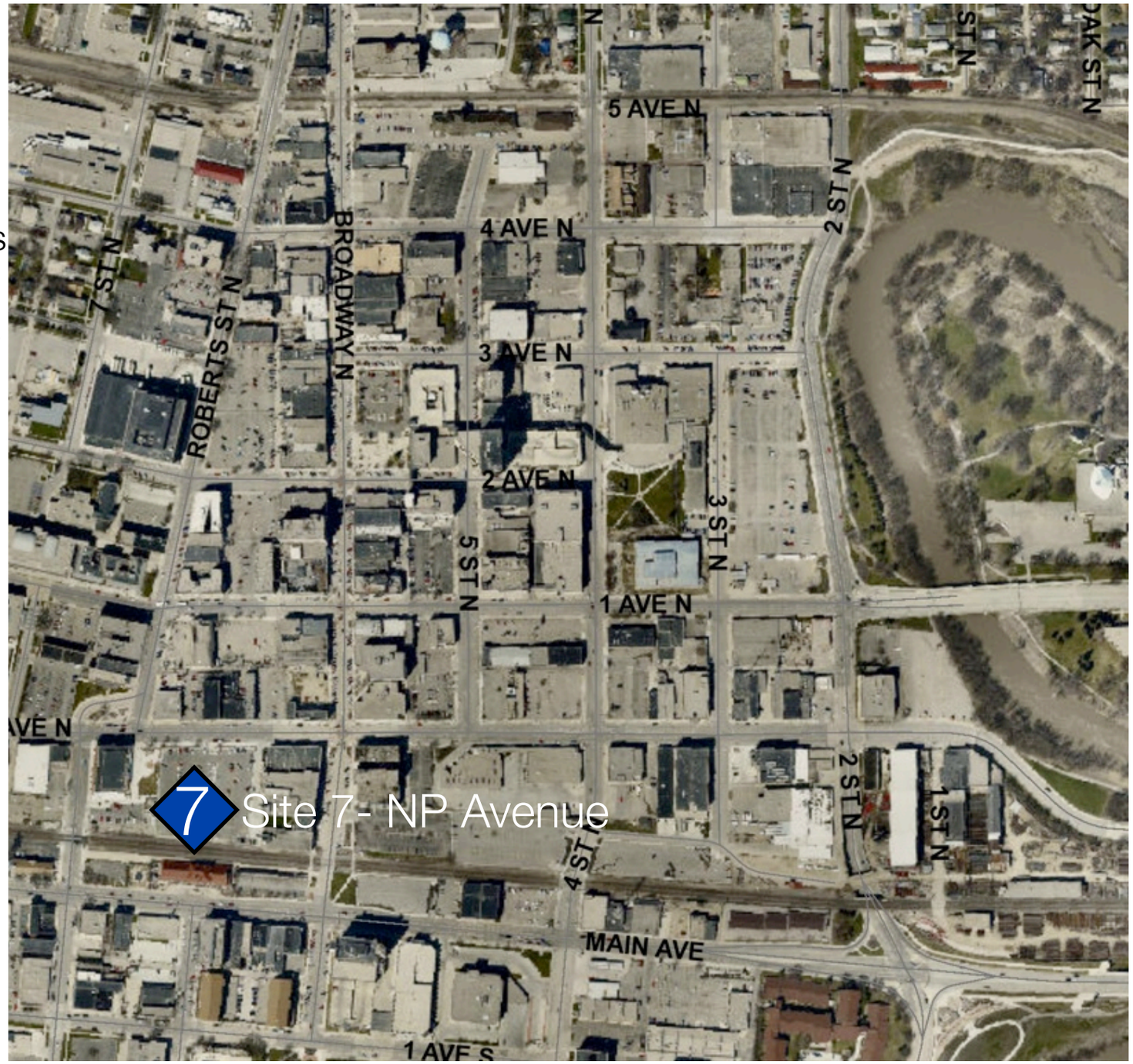
Strength & Weakness

Site 7- NP Avenue

- Cooperative Relationship With Adjoining Owners
- Large Efficient Site
- Excellent P3 Mixed Use Development Capability
- Level Facade Facing NP Avenue & Main Street
- Easy Access To NP Avenue
- Optional Access To 8th Street
- Opportunities To Stimulate NP Ave. Retail
- Integrate With NP Reconstruction Work

- Multiple Land Ownership/Acquisition
- Proximity To Core Demand Area
- Loss of Public Parking
- Adjacency To Railroad R/W
-
-



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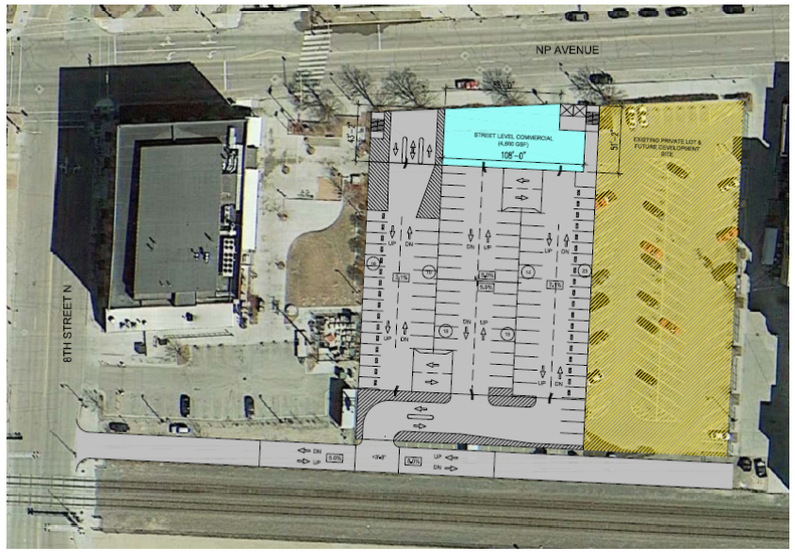
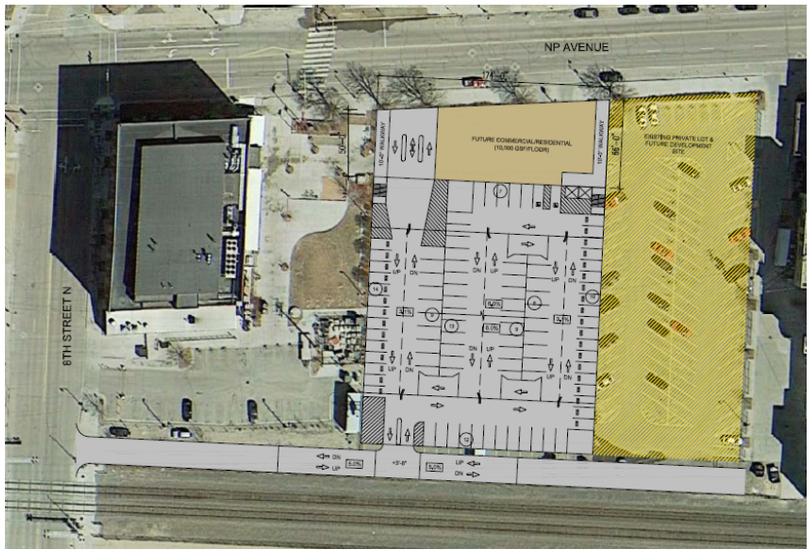
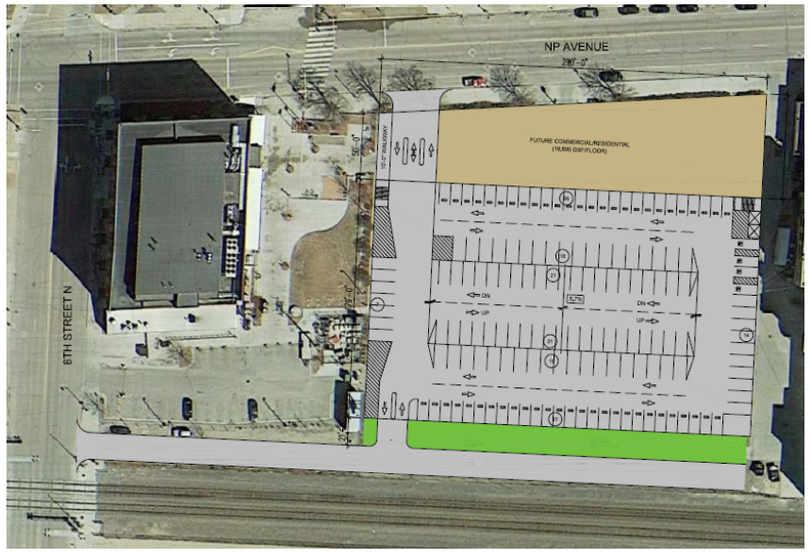


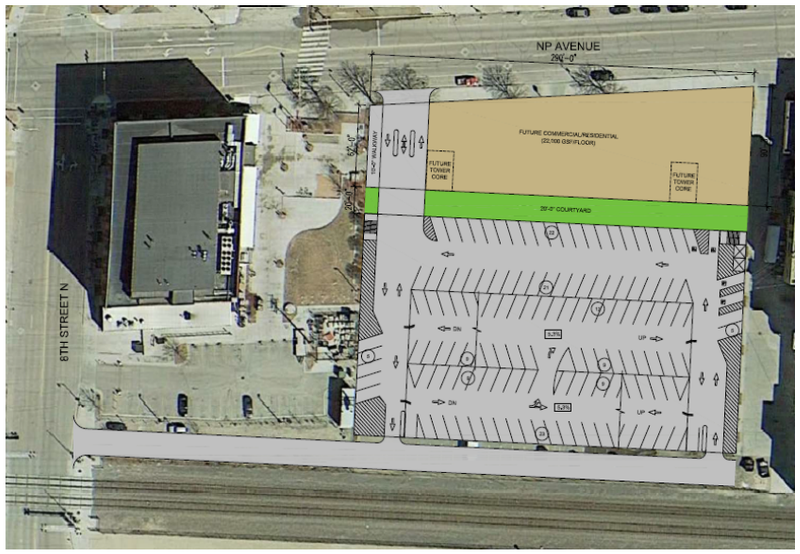
Concept 7-A



Concept 7-B



Concept 7-C



Concept 7-D

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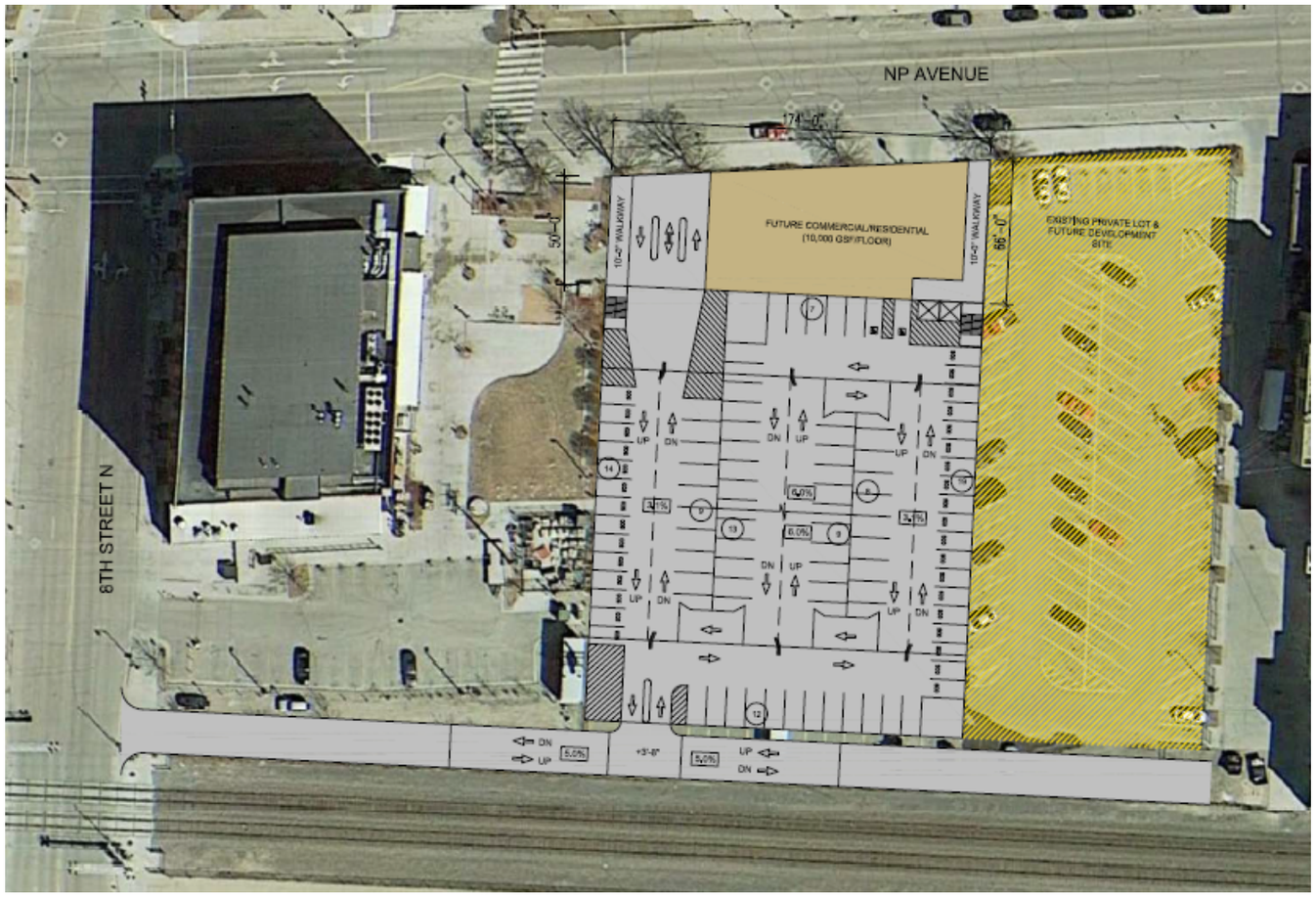
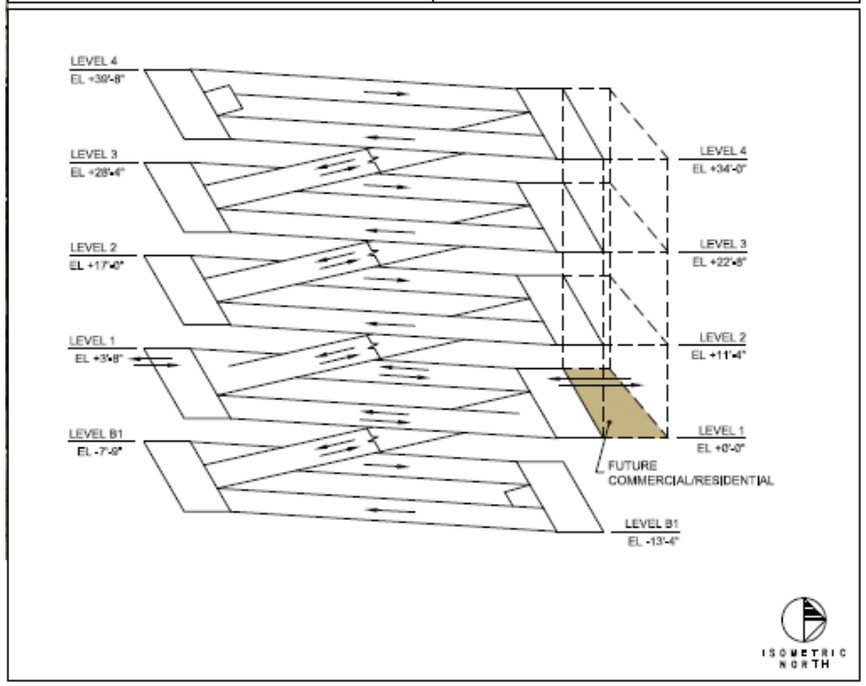


SPACE TABULATION

DESCRIPTION	STANDARD -SCO SPACES	ADA ♿	TOTALS
LEVEL 4	101	---	101
LEVEL 3	103	4	107
LEVEL 2	103	4	107
LEVEL 1	89	2	91
LEVEL B1	94	4	98
GARAGE TOTAL	490	14	504
EXISTING LOT TOTAL	145	---	145
NET GAIN FOR SITE	345	14	359

ISOMETRIC VIEW

SIDE BY SIDE SINGLE THREADED HELIX



Concept 7-B

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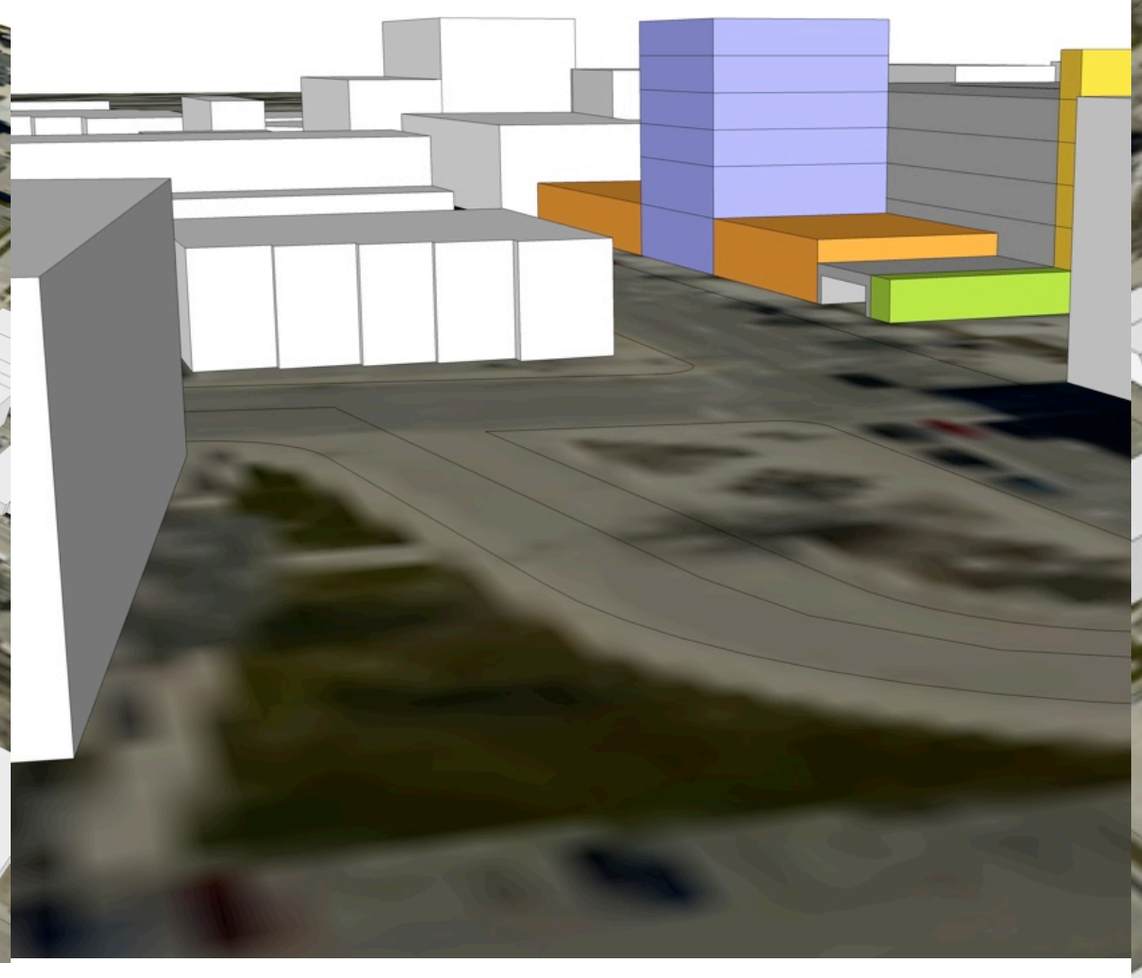

Massing Study Concept 7-C

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Conclusions:

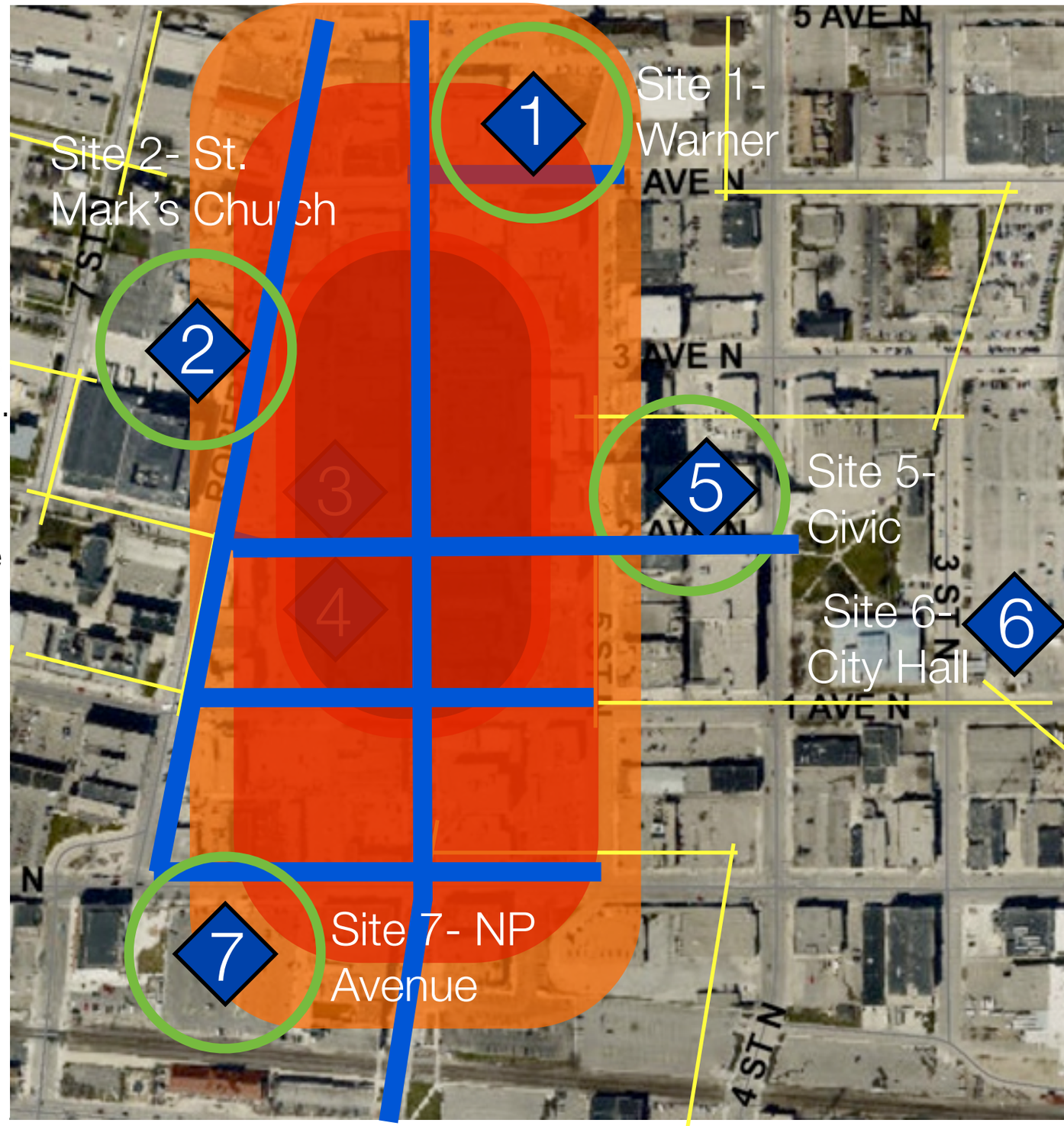
- Warner Site & Civic Ramp Present The Best Option To Meet Current Parking Demand
- St Mark's Property If Combined With Adjoining Land, Could Be An Important Second Ramp Location
- 2nd, NP Avenue & City Hall Locations Present Opportunities For Public Private Partnerships

Site Comparison:

- Warner Site — Consider Joint Development Opportunities With Goodyear Site For East-West Mixed Use Concept
- St Mark's — Determine Adjoining Land Acquisitions for East -West Concept
- Civic Center
- NP Avenue
- North 2nd Ave. — Inventory Site For P3 Development Opportunities
  South 2nd Ave. Site Should Not Be Considered Due To Inefficiency
- City Hall Site — City Hall Site To Be Prioritized To P3 Development Opportunities

Strategic Approach

- Recognize That Meeting the Needs Of The Downtown Parking Demand Will Require Multiple Ramp Locations & Enhanced Public On & Off Street Parking Operations.
- **Step 1**- Commit To Design of A 500+ Space Ramp @ Warner Site, To Meet Current Parking Shortfall, & to Stimulate Development of Goodyear and US Bank Site
- Encourage P3 Development of 2nd Avenue North Lot
- **Step 2**- Expand Civic Ramp, 1 Level Minimum, Upon completion of City Hall
- Facilitate Growth of Core Demand Boundary
- Seek P3 Partnership on City Hall Land
- Explore Large Scale Mixed Use Project on NP
- **Step 3**- At Such Time as Demand Exists & Economics Are Supported, Proceed With St. Mark's & Adjoining Property Acquisition



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Near Term Objectives:

- Consolidate Study Findings Into 5 & 10 Year Goals
- Move Forward With Property Acquisition/Control Through Purchase Or Swap/Trades
- Shuffle the Deck / Consider Relocation Strategies With Existing Land Owners
- Develop Sound Financing/Funding For New Ramp and Integrated Operation Plan
- Proceed With Part B Services Of This Study On Warner Site, Evaluation of Civic Ramp Structure & St. Mark's Property

Our Goals:

- Implement New Surface Parking Strategies To maximize Use of Current Parking Space Inventory
- Within 5 Years Have 1 New Ramp Structure in Operations and 1 Under Construction
- Improve Public Awareness Of Parking Options
- Evolve The Trolley Loop With Downtown Moorhead and Expand Throughout Downtown Fargo, to Maximize Use Of Surface Parking Options Available

Questions & Discussion